

The SHIPPING WORLD

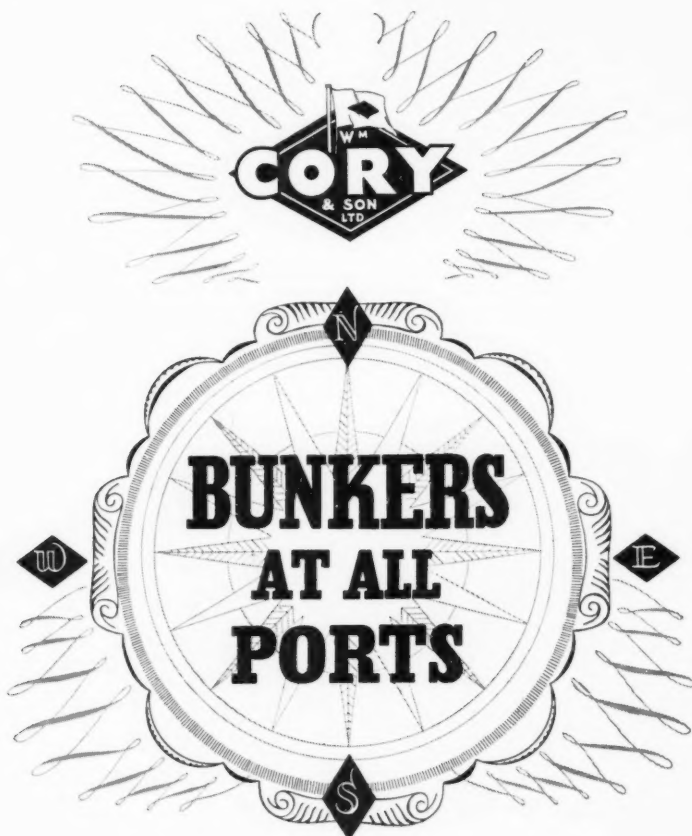
AND SHIPBUILDING & MARINE ENGINEERING NEWS



VOL. CXXV No. 3039

WEDNESDAY, SEPTEMBER 26, 1951

Price 1/6



CORY BUILDINGS • FENCHURCH ST • LONDON • E.C.3

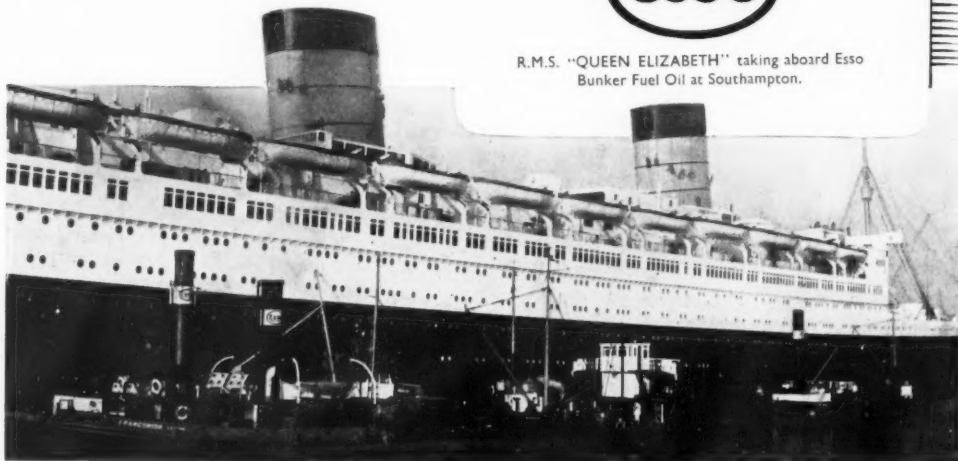
THE
BRITISH MEXICAN PETROLEUM
COMPANY, LIMITED,
16, CHARLES II ST., LONDON, S.W.1.

Telephone : WHItchall 2134 Cables : "Bunkeresso" London

R.M.S.
"QUEEN ELIZABETH"

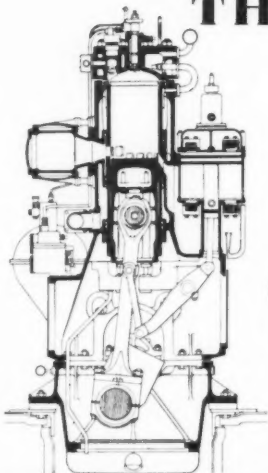


R.M.S. "QUEEN ELIZABETH" taking aboard Esso
Bunker Fuel Oil at Southampton.



World-Wide Service

BUNKER & MARINE DIESEL FUELS • ESSOMARINE LUBRICANTS



THIS *in* THIS
makes
ECONOMY

CLARK-SULZER

TWO-STROKE
MARINE DIESELS

750-3000 B.H.P.
(Built under Licence)

GEO. CLARK (1938) LTD.
SUNDERLAND



WALLEM AND CO. A/S

Forty-six years ago, Haakon J. Wallem established himself in the India-China trade, his first vessel being the steamship *Oscar II*, of 4,750 tons d.w.

In 1912 Mr. Wallem returned to Norway and set up the firm's head offices at Bergen. Four years later he formed the Company named after him. In addition to the branch office at Shanghai, offices were

later established at Hongkong, Bombay and Karachi.

The late 'thirties saw a Wallem fleet which had grown to eighteen vessels totalling 63,680 tons gross. At present their fleet consists of six vessels—*Daviken*, *Erviken*, *Kronviken* and others—with an aggregate of 23,150 gross tons. Some of them are engaged in the Far East trade.



paint protects

- against sun
and sea



wind
and weather

We are proud of the supreme reputation of Leigh's Marine Paints, established on performance, protection, durability, appearance and economy in use.

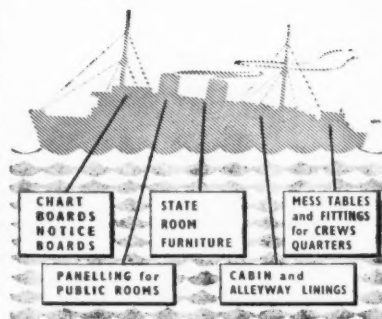
Our unique experience and technical knowledge in successfully meeting the requirements of marine painting are always at your service.



W. & J. LEIGH LTD. BOLTON, LANCs.
TELEPHONE : BOLTON 4277/9 TELEGRAMS : FABRIQUE, BOLTON

LONDON OFFICE : 15, ST. HELEN'S PLACE, E.C.3.
TELEPHONE NO. : LONDON WALL 1457/9

Licence-Free
weyro (REGD)
MAN-MADE TIMBER
for
BETTER WORK at LESS COST



WEYROC "goes to sea" with the approval of the Ministry of Transport. It goes too, with the approval of those who build and re-fit ships—for Weyroc is the modern, knot-free, flame-resistant timber that has the strength to take cabin fittings without inserts and yet can be worked by normal woodworking methods. In practice its use often involves less work : as an example, the extra wide boards are free from warping and so can be butted together without cover strips when used for alleyway linings. The result—a better finished job with less labour and less materials. Weyroc cuts the cost of building the finer ships of tomorrow.

WEYROC is available in large boards $\frac{1}{2}$ " and $\frac{3}{4}$ " thick in three grades: Plain, Paper-surfaced, needing no filling before painting, and decorative Veneered.

MAIN DISTRIBUTORS

BOURNEMOUTH: Sherry & Haycock Ltd. **BRISTOL:** Bryce White & Co. Ltd. **CARDIFF:** John Bland & Co. Ltd. **EXETER:** Gabriel, Wade & English Ltd. **LEEDS:** Alvin Morris & Co. (Timber) Ltd. **LIVERPOOL:** Chas. Taylor, Sons & Co. Ltd. **LONDON:** Gabriel, Wade & English Ltd. **E. Sherry Ltd., John Lenanton & Son Ltd.** **MIDLANDS:** J. O. Walker & Co. Ltd., Leicester. **C. Walsh Graham Ltd.,** Wednesbury, Staffs. **NEWCASTLE:** J. T. Dove Ltd. **SCOTLAND:** Brownlee & Co. Ltd., Glasgow.

The Aircrow Company & Jicwood Ltd.

Weybridge.



Surrey

Telephone: Weybridge 1600

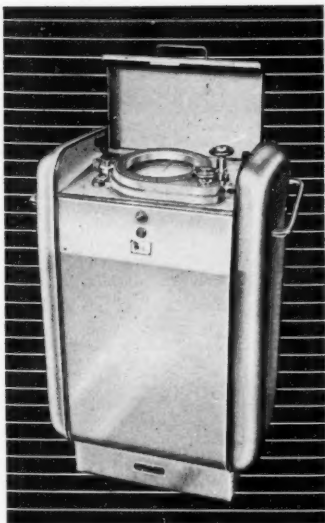
Telegrams: Aircrow, Weybridge

COSSOR ANNOUNCE AN IMPORTANT DEVELOPMENT IN MARINE RADAR

The new C.M.R. (MARK 2)

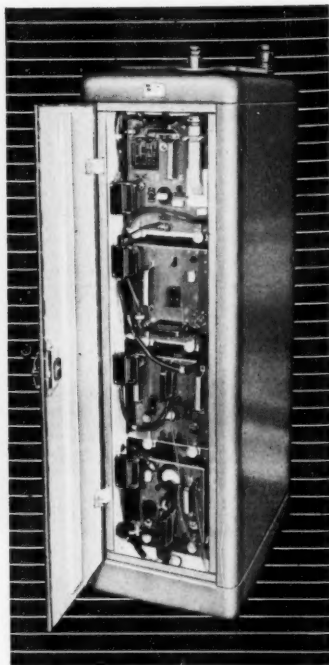
**ADVANCED
IN DESIGN
AND
PERFORMANCE**

The streamlined Display Console; the cover slides out of sight when the instrument is in use.



Here is a thoroughly sea-worthy set, built to provide accurate radar information under all climatic conditions, and to meet the operational requirements of every class of merchant vessel. It embodies improvements that are the outcome of Cossor's unrivalled experience in the design and installation of marine radar. The re-styled units illustrated are robustly constructed and are fine examples of carefully considered functional design. But not only has the external appearance of this new equipment been enhanced.

Advances in technique and layout have resulted in markedly improved performance at all ranges; in greater operational efficiency and all-round reliability; and in a considerable simplification of maintenance routine. To the ship's master, full confidence in his radar equipment and in his ability to operate it with ease and precision is essential. To this end the C.M.R. Mark 2 has been designed.



The Main Rack—re-designed for greatly simplified servicing.

Cossor
Marine
Radar

Enquiries should be addressed to: COSSOR RADAR LTD., COSSOR HOUSE, Highbury Grove, London, N.5 (C.R.88)



CORY BROTHERS & CO. (LEVANT) LTD

Bunkering contractors, shipping and general agents

TANKER & SHIPS AGENCY

SERVICE AT

SIDON (Zahrani) • TRIPOLI

BEYROUTH • LATTAKIA

Telegrams: Cory, Beyruth

★ ★ ★

CORY BROTHERS & COMPANY LIMITED

CARDIFF & LONDON

Overseas Depots and
Offices at:

ADEN
ALGIERS
BAHIA
BAHIA BLANCA
BUENOS AIRES
COLOMBO
GENOA
LA PLATA
LAS PALMAS
MADEIRA
MARSEILLES
MADRID
MONTEVIDEO
PARIS
PERNAMBUCO
PORT SAID
REGINA
RIO DE JANEIRO
ST. VINCENT (C.V.I.)
SUZ
TANGIER
TENERIFFE

*Lloyd's Agents.

Telegrams: 'CORY' Telephone: CARDIFF 3114 LONDON, AVENUE 1803

WORLD'S FINEST HARBOUR COMMUNICATIONS NOW OPERATING AT LIVERPOOL

Proved success of V.H.F. Radio Telephone Equipment

After successful trials the new V.H.F. Radio Telephone System installed for the Mersey Docks and Harbour Board is in full operation for all shipping. Installed by Automatic Telephone & Electric Co. Ltd., this equipment uses the 150 170 megacycles band and enables pilots to maintain constant communication between ship and shore stations.



Shore Station Officer communicating with ship's pilot in the river area.

This particular installation is used in conjunction with radar so that the position of a ship can be kept under constant observation and details of navigation and berthing can be given direct to the pilot over the Radio Telephone as required. The equipment is designed for use by non-technical personnel and can be installed to suit harbour conditions in any part of the world. Systems are available for single channel or up to a maximum of six channels.

Complete information will be supplied on request.



Portable set weighing 20 lbs. which is carried on board by pilots for ship to shore communication.

AUTOMATIC TELEPHONE & ELECTRIC CO. LTD.

(Radio and Transmission Division)

Strowger House, Arundel Street, London, W.C.2.

Telephone: TEMple Bar 9262

Cablegrams: Strowgerex, London

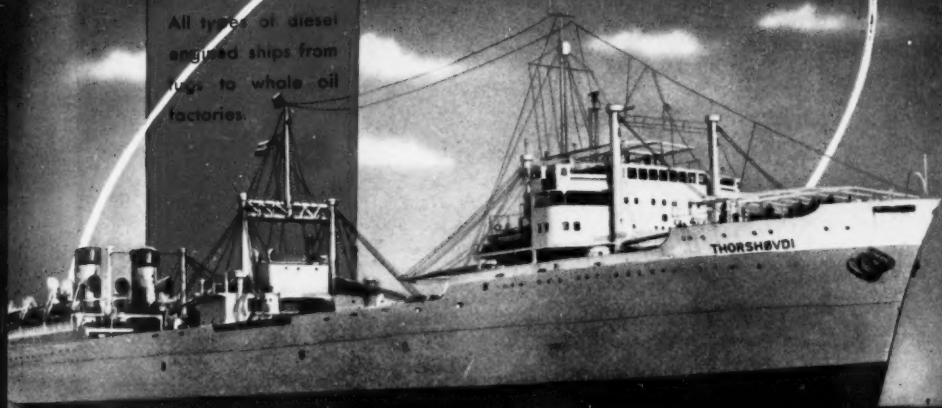


AT 6053-AH107



MOTORSHIPS

All types of diesel
engined ships from
tugs to whale oil
factories.



B&W



Sole Licensee for the
BRITISH COMMONWEALTH and EMPIRE:
Messrs. HARLAND AND WOLFF, LTD., BELFAST and GLASGOW
Sub-licensees:
Messrs. JOHN G. KINCAID & CO., LTD., GREENOCK
Messrs. MORT'S DOCK & ENGINEERING CO., SYDNEY, AUSTRALIA

DIESEL ENGINES

ranging from

190—30000 I.H.K.

— leading in the maritime world

BURMEISTER & WAIN

COPENHAGEN

DENMARK

TYNE PLYWOOD WORKS LIMITED

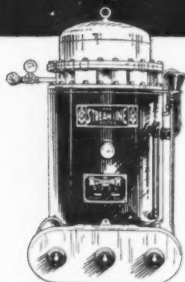
WILLINGTON QUAY
WALLSEND,
NORTHUMBERLAND

MANUFACTURERS OF PLYWOOD
of all Descriptions

Telegraphic Address
"OKOUME WALLSEND"

Telephones,
Wallsend 64044/6

**Oil Economy is
*Still Vital***



Lubricating oil is imported and its conservation leaves more of the proceeds of our exports to pay for food and vital raw materials. Lubricating oil can be renewed by the Stream-Line Filter—used over and over again—providing better lubrication at a fraction of the former cost.

TELEPHONE MACAULAY 1011

STREAM-LINE FILTERS

LIMITED

HELE-SHAW WORKS-INGATE PLACE-LONDON-S.W.8

STANHOPE LINE



Stanhope Steamship Company Limited

**Large Fleet of modern Cargo
Vessels and Tankers, rang-
ing from 3,200 tons to 16,600
tons deadweight.**

MANAGERS: J. A. BILLMEIR & CO. LTD.
9 ST. HELEN'S PLACE, LONDON, E.C.3

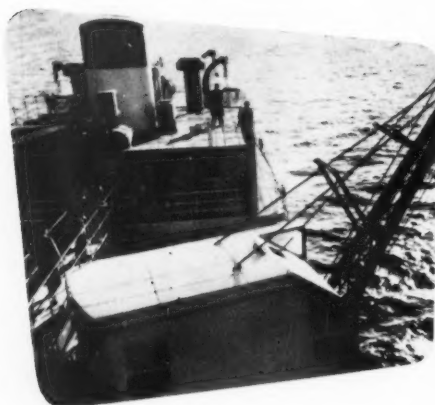
Telephone: London Wall 7721 Telegrams: Billmeir, London
Branches: Cardiff, Hull, Newcastle-upon-Tyne and Glasgow



ÖRESUNDSVARVET

LANDSKRONA SWEDEN

Dredging by Diesel-Electric systems . . .



the Metrovick way

Three dredgers now in service on the river Mersey

owned by the Mersey Docks and Harbour

Board are equipped with Metrovick

diesel-electric propulsion machinery

and auxiliaries employing the Constant

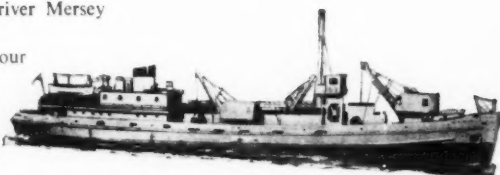
Current System. Dredgers

No. 26 and 27 were

built by Ferguson Bros. (Port

Glasgow) Ltd.; No 14 was built by

Lobnitz of Renfrew.



METROPOLITAN-VICKERS ELECTRICAL CO. LTD., TRAFFORD PARK, MANCHESTER 17

Member of the A.E.I. group of companies

METROVICK

Makers of fine marine machinery

D A004

The SHIPPING WORLD

AND SHIPBUILDING & MARINE ENGINEERING NEWS

The Oldest Weekly Journal devoted to Shipping, Shipbuilding,
Marine Engineering, Shiprepairing, Insurance and Finance

FOUNDED



1883

Chairman and Managing Director of The Shipping World, Ltd.:—SIR ARCHIBALD HURD

Editor:—PETER DUFF

Managing Editor:—RONALD KENDALL, M.C.M.S., A.M.I.N.A.

Advertisement Manager:—M. B. FIELD

Annual Subscription 70s.

Head Offices: 1, Arundel Street, London, W.C.2. (Temple Bar 2523)

Telegrams: "Shipping World," London

Northern District Manager: W. S. Wilson, M.I.E.E., 27 Exchange
Buildings, Newcastle-on-Tyne. Telephone: Newcastle 27078

Vol. CXXV.

WEDNESDAY, SEPTEMBER 26, 1951

No. 3039

Getting Down to Brass Tacks	203	Improved Disembarkation Facilities at Holyhead	214
Current Events	203	Coal and Oil	215
On the Baltic	206	Train Ferry "St. Germain"	216
Manchester Liners, Ltd.	207	Cross-channel Vessel "Cote d'Azur"	217
Norwegian Shipping and Shipbuilding	209	Round the Shipyards	219
Swedish Shipping and Shipbuilding	210	Official Notices	219
Norwegian Passenger Ship from British Yard	212	Pictures	220
Danish Exhibit in London	212	New Contracts, Launches and Trial Trips	221
Review of Trade Harbours	213	Maritime News in Brief	222



SINCE THE YEAR 1901 THE
WELIN ORGANISATION HAS
FITTED OVER 15,000 VESSELS
WITH DAVITS AND ACCESSORIES
OF ALL KINDS

New Welin Patent Deck
type Gravity Davit

WELIN-MACLACHLAN DAVITS
LIMITED
LONDON and GLASGOW

"The Price of Peace . . ."

Mr. H. T. N. Gaitskell, Chancellor of the
Exchequer, introducing his 1951 Budget

BUDGET COMPARISONS

Taxes or Duties of Three Budgets

	1914			1939			1951		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
INCOME TAX in £ . .	1	8		5	6		9	6	
CIGARETTES per lb .	5	8		18	7		3	3	8
TOBACCO per lb . .	3	8 $\frac{1}{2}$		13	6 $\frac{1}{2}$		2	18	2 $\frac{1}{2}$
BEER (sp.gr. 1.027) per 36 galls.	2	6	6	5	16	5	16	12	0

TO PROVIDE PROPULSION AND AUXILIARY POWER
UNITS THAT CHALLENGE ANY COMPARISON

WRITE :

R. A. LISTER (MARINE SALES) LTD.
DURSLEY, GLOUCESTERSHIRE.



THE SHIPPING WORLD

GETTING DOWN TO BRASS TACKS

BUSINESS MEN, whatever their private opinions may be, are not politicians in their offices. Their concern is that they shall be permitted to conduct their affairs, without unnecessary interference by the State, in accordance with the principles which made this country the workshop of the world and enabled it to secure supremacy at sea. Consequently they are opposed to nationalisation of industry, any controls which are not essential, and to a level of taxation that restricts enterprise. This is the most heavily taxed nation in the world and for that reason it is seriously handicapped in competing in the world's markets. It will be recalled that the latest White Paper on National Income showed that taxation per head had risen from £18 17s. 9d. in 1938-39 to £72 12s. 7d. in 1950-51 (estimated). The burden of taxation is far greater than during the war. The following figures, abstracted from the report of the Bank for International Settlement, 1950, show tax revenue of all public authorities (Central Government, Local Government and Social Security contributions), as a percentage of net national income in various countries in 1949:—United Kingdom 42.5 per cent, United States of America 28 per cent, Belgium 34.5, Denmark 26.5, France 33.5, Netherlands 33.5, Sweden 34 and Switzerland 19 per cent. In fact, United Kingdom taxation in 1949 (central and local) took some 43.5 per cent of national income, which is the equivalent of nearly 8s. 9d. in the £. The first task of a new Government must be to reduce taxation, and that can be done by cutting down expenditure on inessential services.

The second task of a new Government must be to restore the iron and steel industry to private enterprise. To that policy both the Conservatives and Liberals are definitely pledged. They are also pledged to review the creaking machinery of all the basic industries which have been nationalised. The policy has failed and consequently even Mr. Attlee, Mr. Morrison and many of their colleagues have declared themselves opposed, at the present juncture, to any further adventures in State ownership and control. No one can honestly claim that any of the national boards has been a success in administration. The workers have been disillusioned and the country has

had to face increasing losses under the regime of State monopoly. All monopolies, whether by Government or private concerns, are bad for the community and particularly for one which must keep its prices as low as possible if it is to compete in the world's markets. In any event, our future as a sea-dependent people must be precarious in the new conditions of trade which are emerging as a result of the peace treaties with Japan and Germany. We must produce more at competitive prices if we are to pay for our essential imports of food and raw materials. The new Government must, as has been stated, cut down taxation, and it must also lift any unnecessary controls on enterprise and encourage investors to provide "risk capital." The illusion that profits are made at the expense of the workers must be exposed. It must be recognised that capital and labour are not enemies, but partners, and that there must be a fair showing of the proceeds of industry. If the trade union leaders would abandon their politics and recognise their real mission, it would not be difficult to increase production to such an extent that our export trade would expand and shops would be full of goods at reasonable prices.

Whatever may be the result of the General Election, we have a hard road before us. But if greater freedom is given to the individual to do the best for himself and thus benefit his fellows, conditions can be greatly improved. If we are to survive, the electors must realise that politics and business do not, and never can, mix. That is a lesson which politicians of all parties must learn if we are to survive. If the Government continues to interfere in business affairs, we can never expect to triumph over our difficulties, for such interference means frustration. The sphere of any Government, whatever its political character, must be to keep taxation down to a minimum, stimulate production, and to see fair play between all concerned. Moreover, Ministers must not, as the present Ministers have done, forget that we live in an island and that ships, and therefore shipyards, are essential to our survival in peace and in war. Sea-air power is our lifeblood and we must maintain that power as a matter of prestige in the world, as well as of bread and butter. We must, in short, get down to brass tacks.

Current Events

Working and Saving

WHATEVER the result of the General Election, the economic situation will remain the same, more serious perhaps than at any time in our history. The root cause of our troubles is that there is little incentive to work and little incentive to save, so we are living beyond our income. The wage earner who puts his back into his job is often in danger of becoming unpopular with his fellows, if not also with trade union leaders, for the tradition persists that, in these days of

full employment, unemployment is the penalty of working hard. If a man persists in putting in a good day's work for a good day's pay, the Chancellor of the Exchequer takes no small part of the contents of his pay packet from him. There is much talk of higher productivity, but it is largely eyewash because the incentives to bigger output have been swept away. Restrictive practices, which may once have been a protection to the workers, are persisted in. In the coming campaign, will any politician of any party dare

tell men and women in shipyard, engine room and factory that they are doing themselves an injury by not working harder and thus bringing down prices? A little more work would work miracles. Since from 80 to 90 per cent of the price of a merchant ship represents wages on the long line of production from the mine to the berth at the waterside, it is obvious that very little effort is needed to bring down the cost. The competitive capacity of the industry would be increased in the world's markets and shipowners would have more profits out of which to pay more money to officers and men and, of course, the shipyard workers would themselves ultimately be better off. If only the fear of unemployment and the suspicion of employers could be removed, costs would come down to the benefit of everyone. There is a good deal of talk of the Welfare State, but no one can fare well so long as employers and employees form two camps. The aim should be to find a common policy to secure higher production under a guarantee that everyone would benefit by cooperating to a common end. Any such concordat would involve sacrifices on both sides of industry, but, if the trade unions, following the American example, admitted that reasonable profits were an incentive to higher efficiency and if employers, as the most enlightened among them are prepared to do, gave an undertaking that the workers would also be the gainers, this country's output of goods and services would speedily mount up. If that movement were accompanied by a pruning of Government expenditure so as to reduce taxation, we should be well on the road to the recovery of industrial supremacy. At present we are spending more than we are earning and the end of the road must be disaster. But there is still time for reform. We have much in our favour and we need only the will to work and to save to assure our salvation. Perhaps the General Election will show that the electors put country before party and then we can be in good heart.

A United Front

THERE is no industry in the country in which such good relations exist as that of shipping. Under the auspices of the National Maritime Board, owners, officers and men thrash out their various problems, paying respect to their varying points of view, with the result that peace is preserved. The result is that on the larger issues of policy the various organisations see, to a large extent, eye to eye. While credit is due to the shipowners, no less credit is due to the Officers' (Merchant Navy) Federation and to the National Union of Seamen. As the last report of the N.U.S. showed, the leaders of that society realise that if their members are to be employed and continue to enjoy the present wages and conditions of service, the efficiency of the ships must be such that they can hold their own on the trade routes in face of any competition. The Council of the Officers' Federation is of the same mind. In the annual report, it is stated that they have noted "with concern the continued warnings given by those best qualified to speak that the ever-increasing cost of replacing ships approaching the end of their operational lives, of which the Merchant Navy has all too many, is rapidly approaching the point when new vessels are being ordered which cannot hope, in the normal course of events, to pay their way."

An Election Issue

THE COUNCIL declares that it is confident that no British Government, of whatever political colour, can possibly fail to recognise "the shipping industry's vital contribution to the maintenance of the wellbeing of the Commonwealth countries, and, indeed, to the very existence of our island nation." The Council accordingly hopes, with the utmost sincerity, that steps will always be taken, and in good time, to ensure the provision of that efficient modern shipping "without which Britain cannot hope to maintain the place she has established in the world." We wish we could share the confidence of the Council as to the present Govern-

ment taking any interest in merchant shipping. The Minister of Transport is not in the Cabinet, and those Ministers who are in it appear not to care what happens to it. It will not be a political issue at the General Election. Unless something is done, the electors will not give a thought to the maintenance of efficient fleets, for most of them do not realise that they live on an island and that, without ships to bring in food and raw materials and carry away the export of goods, they would starve. Whether it would be practicable for the various organisations representing owners, officers and men, to issue a joint manifesto before the appeal to the electorate occurs is a matter which might perhaps be considered.

An Example of Cooperation

AT A TIME when several of the authorities controlling the nationalised industries are engaged in controversies with their employers over wages and other subjects, it might be profitable to remind voters that in at least one private industry, that of shipping, all differences are discussed in a friendly atmosphere, all concerned realising that, in the ultimate issue, their interests are one and the same. Consequently, on all the broader issues, they cooperate with goodwill for the purposes of common protection against subversive influences or Government neglect. Owners, officers and men cannot be unconscious that the whole community is dependent on their joint efforts. They recognise that without ships of the highest quality in design and equipment, employment would decline, especially in face of the flag discrimination which is practised by some nations. All who are concerned with British shipping recognise their responsibility to their fellow countrymen. If they joined in making a joint declaration, Ministers and politicians generally could not fail to be impressed. That they could agree as to the steps which should be taken to enable the industry to hold its own on the trade routes is open to little doubt. Neither owners, officers or men want to be spooned by the State. Subsidies in any shape or form are anathema to seafarers of our race; they desire merely justice. If the new Government would restore the initial allowances and grant some relief of taxation, the situation would be eased. Should those measures prove inadequate, after a reasonable period of trial, other expedients might be considered. But it would be no slight gain if all the various interests joined in presenting a united front before the next General Election.

A Sound Policy

SIR ERNEST MURRANT, in addressing the annual meeting of Manchester Liners, Ltd., made a further protest against a policy which is robbing the shipping industry of the money which should be devoted to building new ships in place of old and thus promoting employment in all the wide range of maritime industries employing about one million workers. The burden which shipping is bearing was well illustrated by his statement that, in the case of this fleet, of the available surplus the Government will eventually require by way of taxation 57.84 per cent, and of the remainder 36.11 per cent is being retained in the business; 3.88 per cent represents the portion allotted to the ordinary shareholders and 2.67 per cent takes care of the preference share dividend, directors' emoluments, etc. It will be seen that the suggestion that dividends have any appreciable effect on inflation is completely exposed. Sir Ernest once more urged the desirability of retaining in their business a substantial portion of the net earnings. In the postwar years, he pointed out, they had retained a great deal more than the shareholders had received by way of dividends. "The soundness of that policy is evidenced by the fact that we have been able to maintain our fleet both in a high state of efficiency and in volume, in spite of the tremendous increase in shipbuilding costs." Shipowners generally can claim that, in spite of all temptations to the contrary, they have played the game, with the result that after six

years of State interference with the industry, the country still holds its place on the seas. What its future will be depends on many uncertain factors, which the coming General Election doubtless will expose more clearly. The efficiency of shipping, the relations between owners and seafarers, is an example of the success of private enterprise at a time when the national boards are quarrelling with their employees.

An Expanding Programme

THE Powell Duffryn group is now engaged in an endeavour to replace the earning capacity lost when the company's coal properties, the adjusted book value of which is £19,540,000 gross or £12,594,000 after deduction of reserves, vested in the National Coal Board. The task is being tackled with great skill and energy, but it will be costly, and some time must elapse before it is fully productive of profit. There seems every likelihood that the various expansion programmes the group has in hand or in project will, for a while, be financed from internal resources. These programmes include the construction of an oil refinery in partnership with the American Socony-Vacuum Oil Company, extension of oil marketing, additions to the Stephenson Clarke fleet of ships, development of overseas coalfields and the manufacture of carbon. Towards the huge capital outlay that will be necessary the company has received—and has sold—£10,000,000 of coal stock on account of compensation. Despite heavy expenditure, therefore, the liquid position remains sound, the end-March current assets including £2,452,000 in cash and £2,080,000 in quoted investments. Capital commitments were then £1,120,000. In comment on the year's results and on prospects the chairman, Sir Herbert Merrett, stresses that, for a period, certain investments will yield no income, while development losses will have to be met. A moderate distribution policy and a building up of the group carry forward (£2,295,000 at March 31 last) are therefore essential. But it may not be necessary to draw on the reserve. It may, says Sir Herbert, remain intact, though it will be drawn on to maintain reasonable dividend payments if current earnings are insufficient for the purpose. In any event, new and substantial income is expected to flow in from 1953 onwards. Proposals are in train to increase the company's authorised capital, but the directors have not the intention or the need for the present time to issue any part of this additional capital. Further compensation payments will, of course, accrue to the group, but in this connection Sir Herbert is obliged to comment that the clearing up stage of compensation for the mines and ancillaries is proceeding at a snail's pace. The company's ordinary units, the dividend on which is 8 per cent, are essentially a long-term investment and have great possibilities.

Priority for Lakes Grain

THE heavy grain crop has caused the Canadian Government to take the unusual step of invoking the Emergency Powers Act to establish priority control over bulk cargoes on the Great Lakes. Contracts for the movement of ore, coal, pulp and stone were made in the usual way earlier in the year, and vessels were allocated to those trades to complete their contracts before the onset of winter. Now, however, the large stocks of grain at the Lake terminals and in railway wagons on route have presented difficulties and threaten a hold-up, and the problem was examined by a committee of shippers, shipowners and the railways. The reports of this committee were studied by the Minister of Transport, who found it advisable to create the office of Transport Controller, with power to determine the priority of movement to be given to grain over any other bulk commodity. The control over transport facilities includes railways, Canadian registered ships of 1,000 tons gross and over, and storage. The Transport Controller can, accordingly, direct shipowners to abandon their contracts and undertake voyages with grain, and the regulations expressly protect shipowners

from the consequences of failure to carry out obligations under existing charters, when that failure is due to compliance with an order made under the regulations. The powers, as may be expected, are sweeping and, like all similar Government regulations in modern times, if long continued, might easily disrupt the normal commercial conduct of business and ship operation on the Great Lakes.

Convective and Radiant Heating in Ships

AS part of the programme of the British Shipbuilding Research Association dealing with the ventilation of passenger and crew accommodation, a paper entitled "Comparisons of Convective and Radiant Methods of Heating" has been prepared by Dr. T. Bedford, of the Medical Research Council's hygiene research unit, and Dr. M. Fishenden, of the mechanical engineering department of the City and Guilds College. This paper, given in Report No. 56, has now been published by the B.S.R.A., and is intended to be used as a basis on which more detailed consideration of the problems of ship compartments can be undertaken. The importance of adequate air movement has often been stressed. Its beneficial effects are greater in summer than in winter; and in artificially heated rooms speeds of the order of 20 or 30 ft. per min. are desirable. Humidity has little influence on sensations of warmth at optimum temperatures, but there is evidence that it may have a distinct influence on comfort. It appears that the relative humidity of the air should certainly not exceed 70 per cent and should preferably be much lower than this. In ships at sea artificial humidification of the air is never likely to be desirable. Most people in ordinary indoor clothing feel comfortably warm, say, when sitting, reading or talking, if the temperatures of air and surroundings are uniformly at about 66 deg. F., but actual tests indicate that, for the same equivalent temperature, the environment feels more pleasant when the walls are above 66 deg. F., and the air below 66 deg. F.

Sound Advice

SOME methods of warming produce steep temperature gradients, the air at head level being much warmer than that near the floor. Such gradients are highly undesirable and may promote acute discomfort. Experimental evidence on this aspect of the problem is discussed in the paper and shows that, generally speaking, the temperature difference from foot to head level is much less for radiant than for convective heating. This is an additional advantage in favour of radiant methods. When rooms are warmed solely by the circulation of warm air, the inlet temperatures are often as high as 130 deg. F. or more. The hot air then tends to rise to and remain at the higher levels in the room, thus setting up undesirable gradients of temperature. If a given amount of heat must be delivered via the ventilating air, a large volume of air should be handled so that the temperature can be kept as low as possible. It is usually better to deliver air at the temperature which it is desired to maintain, and to compensate for losses through the structure by providing subsidiary sources of radiant heat.

SAYINGS OF THE WEEK

BRITAIN'S BAD EXAMPLE

"Is it any wonder foreign Governments are endeavouring to follow the footsteps of the British Government and think, of course, they also can break legally binding long-term contracts by Act of Parliament?"—Mr. Theodore Instone, chairman of S. Instone & Co., Ltd.

THE BURDEN OF TAXATION

"There can be no question that present taxation is such as to be a strong deterrent to initiative and enterprise in every sphere, while profligate Government expenditure, much of it proved to have been for no useful purpose whatever, continues at an appalling rate."—Mr. O. J. Philipson, chairman of Richardsons, Westgarth & Co., Ltd.

ON THE "BALTIC"

INCREASED ACTIVITY IN THE PACIFIC

By BALTRADER

CONSIDERABLE recent activity in the North Pacific market came at an opportune time both for owners and charterers. The latter were able to draw on a good supply of tonnage from Japan and Australia; their inquiries have been of assistance to owners whose vessels were becoming difficult to charter when discharged on the western or southern sides of the Pacific. The increased chartering for grain and lumber from the North Pacific has, therefore, been arranged without the usual advance in rates, although these have been satisfactory to owners. The position now seems likely to become more difficult for the North Pacific charterers, as the supply of unfixed vessels in the Pacific basin is becoming rather short.

Small Increase in Far East Rates

In the Far East, although, as already mentioned, inquiry is less than it has been for some time, so many vessels have been sent away in ballast that the odd cargo available has had to pay a small premium over rates lately accepted for October loading. An instance is the fixing of a vessel by the Baltic Chartering Committee for grain from North China to India at 125s., or 2s. 6d. more than last paid by them. For some time, the inquiry for tonnage to load in North China has been small, probably owing to floods in the interior. It has been confined to a few cargoes of grain for India, employment which is generally less in favour than the voyage with grain, soya beans or soya bean products to Europe. Cement cargoes from Japan to Australia have been few of late; these were found useful by owners whose ships were discharged in Japan and who were not willing to load in North China. Freight obtainable between Eastern and Far Eastern ports are beginning to be picked up by Japanese ships to an increasing extent. The operation of Japanese ships is extending farther afield, as exemplified by recent fixtures of vessels of that flag with coal from South Africa to India and the Red Sea.

While it is at present understood that coal will not be imported this year from North America to the United Kingdom, it has been announced that some coal will be imported by the National Coal Board from within the sterling area. That pointed to shipment from South Africa or India as the most likely sources; but South Africa has not yet recovered full control of its inland transport facilities, which went adrift under stress of competing demand for home and export use. Prior claims of Pakistan, Indian Ocean, Red Sea and other importing areas may be an obstacle to the import of South African coal by Great Britain, but for Indian coal inquiry began last week for tonnage from Calcutta to the U.K. It must be hoped that we shall not be under the necessity of heavily supplementing our own good coal with rather inferior supplies from so distant a source.

North Atlantic Coal Trade

The rate for coal from Hampton Roads to Antwerp or Rotterdam has apparently settled down to a steady \$10.50, which for early loading is a definite fall of two dollars or more in comparison with rates obtainable a few weeks ago. It is not, however, by any means a bad rate, especially in the many cases in which "Warshipvoy" charter, or freedom from dispatch money, has been agreed. It is satisfactory to owners to see business arranged at that figure for consecutive voyages which will occupy about 12 months. There are already many vessels chartered for varying numbers of consecutive trans-Atlantic voyages with coal; the extent of fresh inquiry is thereby reduced, but a corresponding volume of tonnage will be out of the

market for a fairly long period. During the past week or two, the generous harvests in North America have brought grain cargoes to the fore. A satisfactory number of vessels have been chartered from the St. Lawrence and the Gulf of Mexico to the near Continent, United Kingdom, Eire, the Mediterranean and Brazil. The purchase of 1,000,000 tons of Russian grain by the United Kingdom will call for numerous ships in a quarter where tonnage is scarce.

It is not surprising that the liner companies are paying good rates for the time charter of vessels to carry Europe's manufactures to Africa, Australia and the Far East. Particularly high rates have been granted lately for the trip to Indochina, unfortunately with supplies needed to maintain a wasting warfare.

The Freight Market

A large number of vessels has been chartered for coal and grain from North America in the past week. Among others similarly chartered, the *Socrates*, 9,000 tons, is fixed for coal from Hampton Roads to Rotterdam at \$10.50, October 1/15, on "Warshipvoy" terms, including dispatch money, and the *Spiga*, 9,000 tons, will make consecutive voyages right up to June 1952 from Hampton Roads to Holland or Belgium at \$10.50, beginning December/January. The *Leonidas Michalos* is fixed, Hampton Roads to Genoa, Savona or Spezia, at \$12.75, free discharge, October 10/25. Recent fixtures for grain include *Anna N. Goulondris*, 6,500 tons, St. Lawrence to Eire, 25s. per quarter, heavy grain, 9d. extra if two ports discharge, October 23/November 12; *Huntmore*, 45,000 quarters, St. Lawrence to U.K./Continent, heavy grain, 22s. 6d. per quarter, October 27/November 20; *Africana*, 8,000-8,400 tons, St. Lawrence to Algeria, 120s. wheat, October 20/November 12; and *Sea Leader*, 9,000 tons, St. Lawrence to Rio de Janeiro, \$18.50, heavy grain, October. The *Pentire*, 42,000 quarters, October/November, and a Chapman vessel, 39,000 quarters, November/December, are chartered from Gulf to U.K./Continent at 27s. 6d. per quarter, heavy grain. The *Belpareil* has been taken for lumber, 3,100 standards at £31 per standard, f.o.o., North Pacific to U.K., November/December—very good business for a fine type of lumber carrier. The *Pura*, 6,000 tons, has accepted 100s. Maritius to U.K., bagged sugar, October 29/November 24, and *Cape Wrath*, 7,300 tons, is similarly fixed at 100s., November/December. This rate is half-a-crown down. A notable fixture is Calcutta to the United Kingdom, 9,500 tons coal at 110s., option Antwerp or Rotterdam, 105s., October 12/31—not a very good rate after Indian income tax is deducted. The *Lord Lloyd George*, 9,000 tons, is fixed, Antwerp to Japan, potash, at \$23, October. Australia and the East are quiet, as also is the River Plate. The *Champlain*, 10,350 tons d.w., 10½ knots on 25 tons oil, is chartered for a Far Eastern round, delivery off Lands End, at the high rate of 52s. 6d. per month, including Dairen and North China, redelivery U.K./Continent, Gdynia or Gdansk.

Air Charter Business

Inquiry for aircraft on charter terms has been quite good in the last week, but brokers continue to find it difficult to fill all their orders, especially for large planes. They report a generally expanding interest in air charter for goods and passengers. They wonder how the demand is going to be met in the coming years as the operators' existing machines become past service. No doubt the scheduled airlines will partly solve the difficulty by disposing of their older planes when they replace with new types.

MANCHESTER LINERS, LIMITED

TRADING PROFIT INCREASED : BUILDING PROGRAMME
GOING AHEAD

Sir Ernest H. Murrant on the Prospects

THE FIFTY-THIRD annual general meeting of Manchester Liners, Ltd., was held on Wednesday, September 19, at the registered offices of the company, St. Ann's Square, Manchester, the chairman, Sir Ernest H. Murrant, K.C.M.G., M.B.E., presiding.

The chairman said:

Ladies and Gentlemen.—You may recollect at our annual general meeting last year I informed you of the Board's intention to call a special meeting of shareholders for the purpose of adopting a new set of Articles of Association, and at the same time I indicated our desire to elect Mr. Robert B. Stoker to a seat on the Board. Accordingly a special meeting was summoned on June 20, 1951, a modern set of Articles of Association was adopted and at a subsequent board meeting Mr. Robert Stoker was appointed a director. I feel sure that the welcome he has already received from his colleagues will be endorsed by shareholders when his re-election comes forward for your approval later in these proceedings.

Eminently Satisfactory Position

I think all the formalities governing this meeting have been complied with. The register of directors' interests is on the table; the notice convening the meeting and the auditors' report to the members have been read, and the directors' report and statement of accounts have been in your hands for the requisite period. I suggest therefore, with your concurrence, that the report and accounts be taken as read. They disclose a position which members cannot but consider as eminently satisfactory.

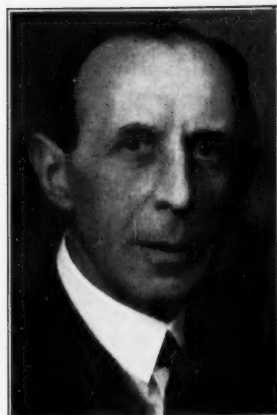
The company's capital remains unchanged, but, subject to your approval, certain reserves have been strengthened; £125,000 has been added to fleet replacement account, bringing this item up to £834,655—a figure which is still short of the cost of recently ordered additions to our fleet, which, Note 3 on the other side of the balance sheet points out, amount to £982,600, and to which I will refer later.

The general reserve has been strengthened by the addition of £100,000 and now amounts to £450,000. There is also a new reserve item, namely, taxation equalisation account, to which £121,267 have been allocated, representing a provision for the deferred taxation liability on initial wear and tear allowances received in respect of new tonnage.

Allocation to Staff Pension Fund

Liabilities and provisions, £1,126,521, vary little from last year, but include an allocation of £25,000 to staff pension fund. Subject to your approval this amount will be transferred to trustees and added to the sum previously provided (i.e., £50,000 in 1948). In existing circumstances your directors feel that the opportunity afforded by a good year's trading should be used to this comparatively small extent to strengthen this fund in order that there may be a reasonable chance that no case of real hardship need be suffered in the years to come by any regular members of our staff or their dependants who would not otherwise be adequately provided for by our superannuation arrangements. It is our belief that this proposal will receive your very willing acquiescence.

On the other side of the balance sheet, fixed assets at cost, less depreciation, stand at £928,478, compared with £494,340 a year ago. This item covers the company's nine vessels including the balance of instalments



Sir Ernest H. Murrant,
K.C.M.G., M.B.E.,
chairman of Man-
chester Liners, Ltd.

on the last new ship, *Manchester Merchant*, which is now in commission and giving satisfactory service. In addition it includes a payment on account of the further new turbine vessel to which I referred in my remarks last year, delivery of which is expected in time for the next St. Lawrence season, and which will be named *Manchester Spinner*. This vessel is being built by Messrs. Cammell Laird & Co., Ltd., of Birkenhead, is 8,900 tons deadweight and will have the usual comfortable cabin class accommodation for twelve passengers.

Liquid assets are very much in line with last year and call for little comment, except perhaps to note that the market value of the investments is in excess of the book value, a satisfactory state of affairs in view of the heavy depreciation suffered by our holdings of Government securities.

The profit and loss account shows profit from trading £634,597, compared with last year's figure £461,210, an addition of £173,387—a worthwhile reflection of the increasing tempo of the export drive—to which is added income from investments, giving us £692,335 to deal with. Taxation takes £279,181, and deferred taxation (the previously mentioned item meantime transferred to taxation equalisation account) a further £121,267.

"Sharing a Pie"

After bringing in the balance from the last account, making the allocations previously mentioned, and paying the half-yearly dividend on the preference shares, the directors recommend a dividend of 10 per cent, less income tax, on the ordinary shares, which will absorb £23,373, leaving a balance to be carried forward to next year's account of £47,853.

It is of interest to note that of the available surplus the Government will eventually require by way of taxation 57.84 per cent and of the remainder 36.11 per cent is being retained in the business; 3.38 per cent represents the portion allotted to the ordinary shareholders and 2.67 per cent takes care of the preference share dividend, directors' emoluments, etc.

In view of these figures, I make no apology for recalling what seems to be a very appropriate verse from Alice in Wonderland:

I passed by his garden and marked with one eye
How an Owl and a Panther were sharing a Pie.
The Panther took pie crust, and gravy and meat
While the Owl had the dish as its share of the treat.

I have, on many occasions, referred to the desirability of retaining in the business a substantial portion of our net earnings, and indeed in the postwar years we have retained a great deal more than the shareholders have received by way of dividends. The soundness of that policy is evidenced by the fact that we have been able

to maintain our fleet, both in a high state of efficiency and in volume in spite of the tremendous increase in shipbuilding costs. Our policy has also accorded with the national interest, and has been in line with the long term interest of shareholders inasmuch as our first duty is to maintain our capital assets and while so doing to secure a sound foundation on which the company's business could safely rest in good times and bad.

We have loyally played our part in endeavouring to avoid anything which could even remotely be considered to be inflationary: we have borne, along with all other industries, the heaviest kind of taxation, and we have seen costs of every description rapidly mounting up all round us. Still we have held to our policy as, fundamentally, I am certain it has been a right policy, but one cannot help wondering why, in such circumstances, the holders of equity shares which bear all the risks of enterprise, should be made the object, and practically the sole object, of an unprecedented attack for daring to make profits. Manchester Liners have been more than fifty years in business.

The Board, and I am sure the shareholders as well, consider we have done a pretty good job in providing Manchester importers and exporters with a regular and fast service of powerful and modern steamers; had we squandered our substance at any time during the past fifty years we would rightly have laid ourselves open to criticism, but I entirely fail to see the justice either of the Chancellor's recent attack on profits or of the White Paper published on July 27 which purports to restrict dividends which we are permitted to distribute. I will not aggravate the feeling of shareholders by saying that in the present good year we might have felt justified in recommending a moderate increase in our ordinary share dividend, but there is a vast difference between adopting a sound and moderate policy in one's own business and being obliged by unconstitutional methods to deprive shareholders of the ultimate benefits of that policy. Possibly the directions embodied in the White Paper will never receive legislative sanction, but in the meantime the position is as farcical as the attitude of the Queen of Hearts in demanding "Sentence first and verdict afterwards."

New Great Lakes Service

I have already referred to our commitments for new tonnage and mentioned the *Manchester Spinner*, now building at Cammell Laird's, Birkenhead. While on this subject it would seem an appropriate moment to tell you that having regard to the insistent demand on the part of many Canadian and American importers and exporters for direct services to and from the Great Lakes Ports, your directors have felt the time has arrived when British shipowners should provide regular sailings, and I am of the opinion it is of the utmost importance that these requirements be met by the old-established Canadian and North Atlantic Freight Conferences, of which we are one of the oldest member lines.

In these days of ever increasing costs it is natural that merchants should wish to avail themselves of the cheapest form of transport to and from interior points in Canada and the United States, and reduce the handling of their goods to an absolute minimum; to a limited extent this can undoubtedly be achieved by the provision of direct services between the United Kingdom and the Great Lakes ports.

After considerable thought we have decided partially to undertake this responsibility by the provision of new tonnage suitable for the North Atlantic crossing but of a smaller type than our present fleet to permit navigation through the canals connecting the Great Lakes with the St. Lawrence. At the outset it is our intention to provide monthly sailings during the open water season between Manchester and Canadian Lake ports, such as Toronto. Orders have accordingly been placed with Messrs. Cammell Laird & Co., Ltd., for the first two ships for this service, to be delivered in March and April 1952, and they will be appropriately named *Manchester Pioneer* and *Manchester Explorer*.

I have no doubt you will agree that while maintaining and improving our present services to and from the Canadian and North Atlantic states ports it is eminently desirable that we keep pace with modern trends, and from time to time no doubt we will find it necessary to augment the new service with additional tonnage. Our predominant thought is to make the Lakes service available to the Port of Manchester and particularly to our many friends, both exporters and importers, whom it has been our privilege to serve for over half a century.

Forward Policy

It has also been decided, in view of the long delay owners have lately experienced in obtaining a berth for the building of new tonnage, to place an order for a further ship for our main Montreal service; in this case the earliest date on which we may expect delivery is February 1953. As this vessel, however, was ordered after the close of our financial year her basic cost is not included in the commitments amounting to £982,600 for new tonnage on which I have previously commented.

We feel sure our forward policy in regard to new tonnage will meet with shareholders' unqualified approval. We possess a first-class fleet, but ships are quickly-wasting assets; if we were to wait for a downward tendency in prices we might well find ourselves operating vessels inferior to our competitors. As it is, we try to give an up-to-date, regular and reliable service, and I should like to take this opportunity of thanking importers, exporters and passengers for their loyal and valued support.

Losses Through Strike

In reviewing the year's activities one cannot fail to mention the regrettable strike which took place in the Manchester Docks in March/April last, extending over a period of some six weeks and causing substantial losses to shipowners, the Manchester Ship Canal Company, and the dockers themselves, as well as dislocation of traffic which resulted in much cargo being diverted to other ports, some of it possibly never to return. As the Ministry of Labour is understood to be engaged on a fact finding inquiry into the causes of the dispute the matter must meanwhile be regarded as *sub judice*, and I will therefore refrain from any further comment, except to say how regrettable it is that the machinery which already exists to deal with such matters was not taken advantage of and put into immediate operation.

We entrust our ships and cargoes in Manchester to the experienced hands of the Manchester Ship Canal Company, and our reputation for careful handling and lack of pilferage shows how capable they are and what efficient service we receive. To them our best thanks are due.

We are fortunate also in our staffs, afloat and ashore; they take a keen and personal interest in maintaining and increasing the reputation, efficiency and fortunes of your company. I am pleased that this opportunity comes once a year to acknowledge their admirable work on our behalf.

Ladies and gentlemen, I now have pleasure in proposing that the report of the directors, together with the statement of the company's accounts as at June 30, 1951, duly audited, be approved and adopted, and that a dividend of 10 per cent, less income tax, for the year ended the same date, on the ordinary share capital of the company, be declared. I will ask Sir Frederick West if he will be good enough to second this resolution.

Sir Frederick West seconded, and the report and accounts were adopted.

Coasting Tramp Freight Rates

The current percentage surcharges on coasting tramp freight rates have been increased as from September 24 by varying amounts up to 15 points. A revised demurrage scale has also been brought into operation. The Ministry of Transport has agreed the adjustment for Government-sponsored cargoes.

NORWEGIAN SHIPPING AND SHIPBUILDING

THE EARNINGS OF SHIPPING : MORE NEW CONTRACTS

By THE SHIPPING WORLD'S Own Correspondent

NORWAY'S balance of payments for the first six months of 1951 shows great improvement. Compared with the first half of 1950, the deficit has been reduced from Kr. 685 mn. to Kr. 90 mn. The remarkable thing about these figures, however, is their reflection of the growth in shipping earnings. Net freight earnings in the first six months of 1950 amounted to Kr. 514 mn. and for the first half of the current year to Kr. 860 mn. In addition, money spent on new ships from abroad declined from Kr. 544 mn. in 1950 to Kr. 424 mn. this year, and Norwegians sold secondhand vessels abroad for Kr. 139 mn. during the first half of 1951, compared with only Kr. 44 mn. during the first half of 1950. In short, shipping as a whole contributed to the balance of payments with as much as Kr. 575 mn. net during the first six months of the current year, against Kr. 14 mn. net in the first half of 1950. And the favourable trend of foreign payments seems to continue. Only a few days ago the latest figures for the balance with the European Payments Union was published, according to which Norway had had a surplus of some \$3.7 mn. in dealings with the Union during August. In July and May there were small deficits of 0.1 and 0.2 mn., while in June there was a surplus of about \$2,000,000.

The authorities have explained that this favourable state of affairs is of a preliminary nature, and as soon as the heavy commitments in connection with rearmament begin to tell on the home economy, the trade balance will grow more unfavourable. This is evidently true, but just the same it is maintained that the apparently strong financial position at present must lead to more freeing of trade in the near future; and although it is said that textiles will be the next group of finished articles that will see the benefit of such a move, it is hoped that shipping will also receive its share.

Orders for Abroad

Quite a few contracts have been concluded lately between Norwegian owners and foreign yards, and not always have the conditions regarding currency regulations been fulfilled. In other words, the authorities are becoming more and more lenient, which is evidenced by the fact that during July four new contracts with foreign yards were reported, two, a tanker and a cargo liner, from Swedish yards, a cargo liner from a German yard and a tanker of 18,000 tons d.w. from a British yard; while in August six more contracts were reported concluded with foreign yards. Two of these were for tankers of some 18,000 tons d.w. and two for handy-sized cargo vessels ordered from British yards, while the rest were also for handy-sized cargo vessels from Swedish yards. Reports received in September mention three more contracts, all from foreign yards. In addition some contracts have been concluded but have as yet not been published, and several are being negotiated.

Recently a committee appointed by all the seamen's and officers' organisations, as well as the shipowners' representatives, submitted a report on victualling on board Norwegian ships. The Committee consisted of three doctors, all dieticians, and with Dr. Evang, Health Director in Norway, as chairman, the other members were a representative for the masters' organisation, one from the officers' and one from the engineers' organisations, as well as two representatives from the Seamen's Union and two from the shipowners. Despite this varied representation, the report was unanimous. It calls attention to the fact that the present food on board ships is far too rich and leads to bad health and declining efficiency on the part of the seamen. Attached to the report is a six-weeks menu which gives a list of

more varied, but at the same time more beneficial food, and emphasises the use of fruit and vegetables. The report points out that a new system must be introduced not by Government regulations but by voluntary agreement on the part of all seamen. It is hoped in this way to bring about a much better victualling list at sea, and although it is not expected that economies would result immediately, it is realised that better health among the seamen will raise efficiency and create a better atmosphere which will induce the men to stay on board the same ship for a longer time.

The Northern Shipowners' Association recently held its annual general meeting. According to the report the Association now comprises members owning more than 1,325 vessels of a total 5,900,000 tons gross, the largest tonnage in the history of the Association. Mr. Kaare Schöning was re-elected chairman and the place of Mr. Fr. Odjell, who died last year, his son, Mr. B. Odjell, was elected as a member of the board.

Lifesaving Rafts

Recently there has been much discussion with regard to lifeboats and lifesaving equipment on board ships, occasioned by the disaster when the motor vessel *Bess* sank in the North Sea on her voyage from Antwerp to Mandal with a cargo of steel wire and sand. The vessel developed a heavy list and the only lifeboat that could be launched was smashed against the ship's railing. Altogether 23 crew and passengers lost their lives, while only nine were saved. They were all taken up from a raft after having drifted in stormy weather for about 20 hours. Shortly afterwards the authorities, in conjunction with seamen's organisations and shipowners' representatives, issued a regulation reintroducing rafts on all Norwegian ships. Such rafts were to be found on all vessels during the war, but were to some extent taken ashore when the war ended. It was, however, such a wartime raft that saved the nine survivors from the *Bess*. Although the regulation was unanimous, the kind of rafts and to a lesser extent their suitability has been questioned. The authorities agreed to recommend rafts with the floating agency, a big tube built in a rectangle round a wooden deck, made of aluminium. The tube is divided into several airtight sections. These rafts are light and have good buoyancy, but the protection from the sea is small, a piece of canvas some 30 inches wide round the outer side of the tube being all that there is between the men on the float and the sea. Research is, however, going on to find a better type.

The Steel Situation

Overshadowing all else in connection with Norwegian shipbuilding has been the difficult steel situation. A three-man committee with Mr. Wilhelmssen, managing director of Fredrikstad mek. Verksted, as chairman, has been dealing with the many problems, and Mr. Wilhelmssen himself has been travelling in both Europe and the United States, but without much success. In trade agreements with other countries Norwegian Government officials have tried to exchange Norwegian goods in short demand for steel, in particular steel plating for shipbuilding. A recently concluded agreement with Belgium constituted the first step forward, as some steel was obtained from that country, but not so much in exchange for valuable Norwegian goods as in return for a Norwegian promise to buy more luxury goods that the Belgians want to sell. Although the Belgians were cooperative, the steel situation will hardly ease for Norwegian yards until the steel plant in Northern Norway starts production, but as that is still

at least two years hence, many difficulties will have to be overcome before then.

In the meantime yards are booking orders for large and handy-sized ships. Frederiksstad mek. Verksted for instance, have some 20 ships on the order book. Two ships are for tankers of 13,500 tons d.w., of which one was scheduled to be delivered on September 27. At Marinens Hovedverft, Horten, altogether seven contracts have been placed, three for motor cargo liners, all ordered by Haugesund owners, and four for tankers of some 16,000 to 21,000 tons d.w. The two first cargo liners, one of which will soon be launched, are to be equipped with M.A.N. diesels, while the rest will all be equipped with Horten-Doxford engines built under licence. The main engine for the 21,000-tonner will, as far as is known, be the largest to be built in Norway. The engines for the large tankers of some 31,000 tons d.w. to be built by Rosenberg, Stavanger, will be supplied by Burmeister & Wain, Copenhagen.

At Bergens mek. Verksteder as well the production of engines has made great progress, but in this case smaller units only are produced, generally motors of some 300 h.p. for use as auxiliaries or geared together on one shaft making aggregates of 1,200 h.p. The tanker *Majorian*, recently delivered to Mr. Hilmar Reksten, Bergen, was equipped with auxiliaries from Bergens mek. Verksteder and the yard has had many inquiries from foreign buyers who want the engines for boats or for stationary electric plant.

Few cargo vessels have been launched or delivered by Norwegian yards during the summer months, and the holiday season is not the only cause of this state of affairs. At many yards whalecatchers have been launched and some are already handed over to their owners. At others repairs on the whaling fleet have taken much of the time. Framnas Mek. Værksted, for instance, has docked as many as 30 catchers, which is a larger number than usual, but the fact that the whaling fleet arrived earlier than in former years accounts for this. As the coming season will not start until January 2, more time is available, although it is expected that quite a few expeditions will leave in order to catch sperm whales before the season starts.

Kaldnes Mek. Verksted recently laid the keel of its first 18,000-ton tanker. Only part of the keel could be laid as the ship-way has not yet been completed, and is not expected to be ready until next spring. In the meantime work will proceed on the forepart of the vessel, and as soon as the whole way has been completed the frame and plating work on the after part will be begun. Towards the end of the year the yard expects to launch the second of two cargo liners of 8,000 tons d.w. ordered by Wilh. Wilhelmsen. She will be the last of the dry-cargo ships ordered for the time being at least, as all the other four contracts are for tankers of some 18,000 tons d.w.

SWEDISH SHIPPING AND SHIPBUILDING

IRON ORE SHIPMENTS AND PORT DEVELOPMENTS

By THE SHIPPING WORLD'S Own Correspondent

THE scrap iron shortage is considered to be the most acute problem of the moment in Sweden. The total requirements of scrap iron from abroad are estimated to be about 190,000 tons per year, but whereas the agreement with Western Germany stipulated an import to Sweden of 100,000 tons, only 12,000 tons were exported to Sweden from Germany during July and August. Consequently it may be necessary to cut down the export of iron ore—Sweden's most important barter commodity—which will further mean more difficulties for the import of badly needed coke.

At the beginning of this year the Swedish Shipowners' Association, at the request of the Fuel Board, agreed to transport 600,000 tons of coal from the U.S.A. to Sweden. These shipments are still being continued at rates considerably lower than the normal. Recently the Fuel Board asked for further assistance with an additional 150,000 tons. The Swedish Shipowners' Association is willing to transport the extra supply, provided higher rates can be agreed on.

South Atlantic Lines, Inc., the majority shareholding of which is in the hands of Swedish American Line, has sold the motorship *Italia*, formerly *Kungsholm*, to the Mediterranean Lines, Inc. The manager of the latter company, Consul Eug. Eugenides, was also the buyer of the steamship *Brasil* (ex-*Drottningholm*), which is now sailing regularly between Hamburg and North America under the new name *Homeland*. With these two sales the interest of the Swedish America Line in South Atlantic Lines, Inc., is wound up, and South Atlantic Lines is liquidated. South Atlantic Lines, Inc., Panama, has a share capital of 1.3 million dollars, of which 55 per cent (\$715,000) belongs to the Swedish America Line. The par value of these shares today is 3.7 million Swedish kronor.

The shipment of iron ore via Lulea is very brisk, with unloading and loading being continued all night. About 35,000 tons of iron ore are exported every 24 hours. However, it will still be difficult to complete the shipment programme owing to the fact that shipowners held their vessels back, probably expecting higher rates later on during May and June. The shipments

are now reaching 1.8 million tons and a yearly figure of 3.5 million tons is assumed. The frequency of the iron ore trains has been increased to nine per day and night, which is a peak figure. A further increase would require dredging of the port at the iron ore quay, as well as at the entrance.

Three of the most important customers of the port of Gävle, Bergslaget, Sandvikens Jernverk and Hoforsbruk, have submitted a petition to the Harbour Board stressing the necessity of developments. The Bergslaget concern draws attention to the almost doubled capacity of the Domnarfvet Iron Works in the near future, requiring a doubled import of fuel from 250,000 tons to 450,000 tons a year. When the improvements at the Sandvikens Jernverk are completed this will result in a 40 per cent increase of production capacity, followed by a corresponding increase of the import and export activities. The first stage of the development scheme envisaged for the port of Gävle will cost 11.5 million kronor.

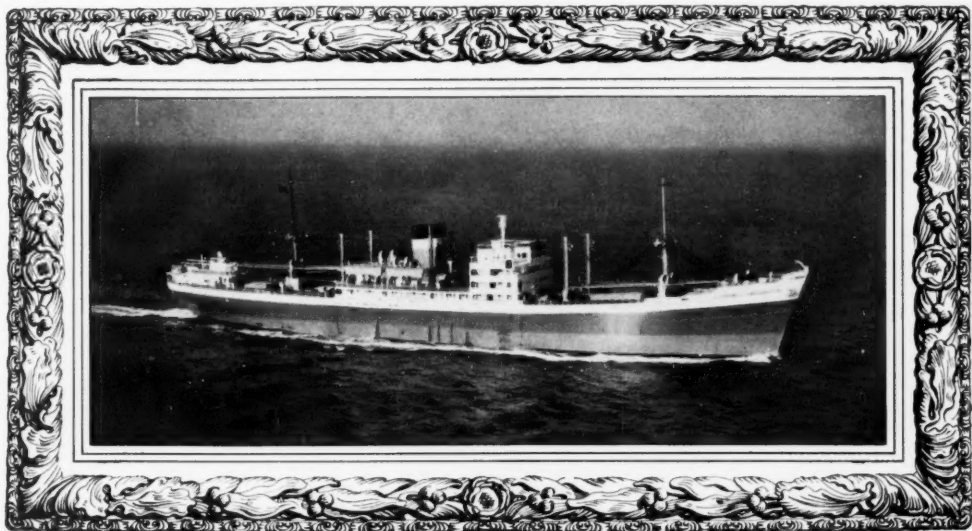
More Port Development

The development works at the port of Oxelösund, at a cost of Kr. 750,000, are now completed. With a new quay 540 ft. in length and three level-lifting cranes, the capacity of the port has increased considerably. At Helsingborg the traffic increase makes another train-ferry terminal necessary, as petitioned by the Harbour Board. The cost is estimated at Kr. 1,237,000 and the work could be completed in 1953.

Representatives of the Stockholms Rederi A/B Svea, Finska Angfartygs A/B, Helsingfors, and Angfartygs A/B Bore, of Abo, recently met at Abo, where the passenger services during the Olympic Games were scheduled as follows: Three daily services between Stockholm and Finland and vice versa during July 9-August 9, 1952 (two services to Abo and one to Helsingfors). According to the Olympic timetable laid down there will thus be 21 weekly services in both directions.

The Government loan of 5 million kronor granted to the Uddevalla yard in 1949 by the Commerce and Shipping Fund and the Swedish Credit Bank has now been

Famous Ships from a Famous Yard.



s.s. "CITY OF MANCHESTER" was built for the Ellerman Lines, Ltd., at North Sands Shipyard by Joseph L. Thompson & Sons, Ltd. This vessel is a fine type of cargo-passenger liner, modern in design and construction, she is fitted with Steam Turbine Machinery by The Wallsend Slipway & Engineering Co. Ltd., and has accommodation for twelve passengers.



SUPERTYFON



Our new improved construction.

Our new Air Whistle, operated by hand, electrically or automatically, is of improved construction and with the following main features:

1. Extremely low consumption of Air. Only $\frac{1}{4}$ th compared with our ordinary Tyfon Whistle with the same audibility.
2. We can deliver the whole body and valve covered and electrically heated when necessary.

Already installed on hundreds of new-built Liners and Tankers as well as other Cargo Motorships.

Ask for our pamphlet No. 677
PATENTEES AND MANUFACTURERS

KOCKUMS
MEKANISKA VERKSTADS AB
MALMÖ
FOUNDED 1840



Agents for Great Britain: The Industrial & Mining Supplies Co., Ltd., Coronation House,
4, Lloyd's Avenue, London E.C. 3.

redeemed. Shipowner Gustaf Thordén states that the financial basis of the yard is fully consolidated and actual orders on hand from Swedish, Norwegian, Danish and Brazilian shipowners guarantee work until the middle of 1955. Among others, a turbine-driven tanker of 32,000 tons will be built for Thordén Lines.

The Karlsro yard at Norrköping recently delivered a tug for Poland and the third of the six motor tankers ordered by Soviet Russia. The latter vessel is of 1,275 tons, a 6-cyl. Swedish motor of 900 h.p. giving the ship a speed of 11 knots. The Norwegian sealing vessel *Polsirkeln*, owned by Mr. Astrup Holm, Tromsø, is undergoing reconversion at the Falkenberg yard. New cabins and blubber tanks will be installed, while the existing engines will be replaced by a M.A.N. diesel of 1,200 i.h.p. The total cost of the reconversion is estimated at Kr.650,000. In January the vessel proceeds to Newfoundland for seal hunting. The *Polsirkeln* is of 650 tons and was originally built as a steamer at Abo in 1942 for Russia. Later she was taken by the Germans to Norway, where the vessel was seized by the Royal Navy.

Swedish Lloyd Orders for Germany

Details of the two vessels ordered by the Swedish Lloyd from Lübecker Maschinenbau Gesellschaft, at Lübeck, are now available. The cargo vessels, which are of 500 tons d.w., each, will be delivered on July 1 and August 1, 1952, respectively. They will be built to the highest class of Germanischer Lloyd for shelterdeckers and their cargo space is 30,000 cu. ft. The propelling machinery consists of a 6-cyl. B. & W. Alpha diesel engine of 360 h.p., giving the vessel a speed of 9.5 knots. As in other similar vessels, built on modern principles, the engines are controlled from the bridge. It is the intention of Swedish Lloyd to put these vessels in service between Gothenburg and Hamburg/Bremen. When required they will also run to the east coast of England. The cargo supply is good and the shipowners have long felt the necessity of having a couple of handy-sized cargo vessels of this type. As the vessels are ice-strengthened, they may be useful for the transport of goods to Finland arriving at Swedish ports in the larger vessels of the Swedish Lloyd.

Steamer Converted to Motorship

The reconversion of the cargo vessel *Ringö*, owned by Rederi A/B Rivö, Gothenburg, from steamer to motorship has been described as a complete success. As the daily running expenses are now about 30 per cent lower, the reconversion cost of Kr. 200,000 will no doubt be repaid within a reasonable time. Formerly 6.5 tons of coal were consumed each 24 hours at a cost of Kr.825, whereas the 1,440 litres of diesel oil



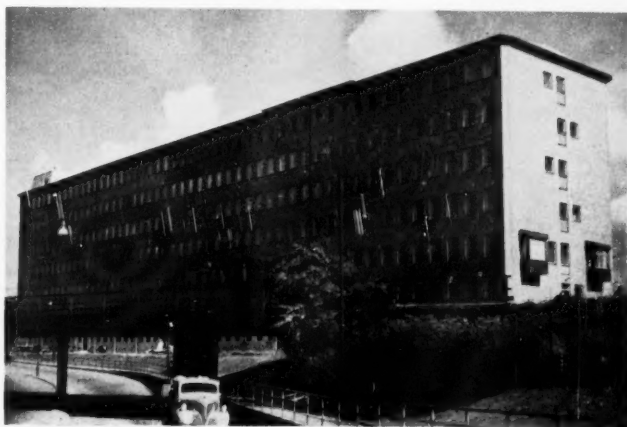
Launch of the "Storheim"

The launch took place on September 6 of the single-screw motor tanker *Storheim*, ordered by A S Tank, of Oslo, from Eriksbergs Mek. Verkstads A B, Gothenburg. Launched by Mrs. Michael Holman, shown here together with Mr. Erik Haggstrom, managing director of the shipbuilders, on her right, and Mr. Hjalmar Bjorge, of A S Tank, the vessel is of 18,500 tons d.w., with dimensions of 526 ft. length b.p., 69 ft. 9 in. breadth moulded and 29 ft. 3 in. depth moulded, while her draught is about 30 ft. 5 in. The propelling machinery will consist of an 8-cylinder diesel engine of the two-stroke single-acting B. & W. type, developing 7,600 i.h.p. and giving a loaded trial speed of 14½ knots.

used during the same period now cost Kr.230. The speed is increased from 8 to 9 knots with the new engine, a 6-cyl. Alpha diesel of 350 h.p. Instead of a crew of 13 men, eight are sufficient in the reconverted vessel, which means a saving of Kr.150 a day. It is of interest to note that the motor is of the same type as the ones ordered by the Swedish Lloyd for the two coasters building at Lübeck. The motor may be disengaged from the propeller shaft, and the propeller blades are reversible.

In a petition submitted to the Government by Statens Skeppsprovvnings Anstalt (Swedish State Shipbuilding Experimental Institute) the insufficient financial grants from the Government are brought to the fore. Whereas the corresponding institute in Holland has a staff of 80, the laboratory at Gothenburg has to meet the steadily increased burden of work with only 40. To be able to cope with the many scientific problems, such as the causes of vibration and corrosion, friction, laminar and turbulent flow, resistance, etc., an increase of Kr.243,000 in salaries and Kr.19,000 per year in expenses is suggested. This would enable the institute

The new administrative office building in the Götaverken shipyard, Gothenburg



to employ a larger staff for consultant activities in connection with the research on hull form, construction of propellers and stability problems, and shipowners could have a group of specialists at their disposal. Moreover a further Kr.238,000 is needed for rebuilding the laboratories, while the extension of the workshops and administrative premises require some Kr.285,000. The procuring of new dynamometers would cost Kr.100,000 and a wave producer for the testing tank Kr.125,000. During following years the board also envisages several other projects, such as a cavitation laboratory for Kr.1.3 mn. and a small testing tank for Kr.800,000.

The "oldest steamer in the world," the 103 years old passenger vessel *Mälaren*, which was built at Norrköping in 1848 and made regular trips on the Lake of Mälär with passengers until the end of this summer, has been sold to a company at Gothenburg for scrapping. The Board of Fisheries is in need of a new survey vessel of the Swedish West Coast seine netter type with a length of 80 ft. According to the proposals submitted by the Board the building costs are estimated to be Kr.600,000 and the yearly running expenses Kr.84,475.

Norwegian Passenger Ship from British Yard

British shipyards are to submit tenders in October to the Norwegian-American Line for the construction of a new passenger liner to replace the *Stavangerfjord*. The final decision as to which yard will receive the contract is to be made towards the end of October. Mr. Hans Henriksen, managing director of the company, disclosed that it had been decided early in September to build a new liner for the trans-Atlantic service to New York. The new vessel will be a sister vessel to the *Oslofjord*, 16,844 tons gross, completed by the Netherlands Dock & Shipbuilding Company in 1949, although the cargo space of the new vessel will be reduced to make more room for passenger accommodation. Expected to be ready for service in 1955, the liner will have accommodation for 100 first-class and up to 800 tourist-class passengers. She will have diesel machinery and a top speed of 20 knots. Difficulty has been encountered in finding shipyards that can make acceptable offers for the building of the new liner. The builders of the *Oslofjord* are already engaged in building a trans-Atlantic liner for the Swedish-America Line, while other Dutch yards are busy with tanker orders. It is stated that the company is confident that the Norwegian Government would approve the contract, although the law prescribes that the contract must first be arranged before the Government grants a licence for the building of a vessel in an overseas yard.

Danish Exhibit in London

Burmeister & Wain took part in the Engineering, Marine and Welding Exhibition at Olympia, in London. The area of the stand was 20 ft. by 60 ft. The exhibits comprised two working models of B. & W.'s latest two-stroke single-acting crosshead marine engines with cylinders and crankcase completely separated. Type 674-VTF-140 is a 6-cylinder 2-stroke single-acting crosshead engine with poppet valves, cylinder diameter 740 mm., and length of stroke 1,400 mm. The engine develops 6,540 i.h.p. at 125 r.p.m., and is produced for outputs from 4,360 to 13,080 i.h.p. Type 675-VTF-150/50 is a 6-cylinder 2-stroke single-acting crosshead coverless engine, cylinder diameter 750 mm., and length of stroke 1,500 plus 500 mm. The engine develops 9,180 i.h.p. at 120 r.p.m., and is produced for outputs from 6,120 to 15,300 i.h.p. A B. & W. Aloha valveless engine for use in fishing vessels and small ships was also exhibited. This engine, of type 403-V.O., is a 3-cylinder engine developing 180 h.p., and is produced for outputs from 90 to 360 h.p. The propeller blades of this engine may be reversed by the simple operation of a handle in the wheelhouse. The stand, a picture of which is reproduced below, also included various models of ships built by Burmeister & Wain.

London Docks Cruise

In view of the success of the previous trips, the motor vessel *Crested Eagle* was chartered by the London & District Association of Chartered Shipbrokers to cruise down the River Thames and through the Royal Docks on September 17. The object of this cruise was to give members and students of the Institute of Chartered Shipbrokers an opportunity of seeing the practical side of the industry to which they are so closely associated. This object was certainly attained with due credit to Mr. Malone, of the Port of London Authority, who gave an excellent commentary during the course of the journey down-river and through the docks. There were 378 enthusiastic members and students on board and a prize of £5 was offered by the London & District Association for the best essay, to be submitted by October 1, on the afternoon's cruise. P.L.A. men were issued free of charge from the purser's office to assist passengers in following the course of the river and defining the various land marks. Mr. H. E. Ruffe, chairman of the Council, and Mr. F. S. Pettersson, secretary, were present. Also present were Mr. B. G. Grout, director and secretary of the General Steam Navigation Co., Ltd., owners of the *Crested Eagle*, and Mr. L. Pemberton, in charge of the chartering department.

The British tugs *Buster* and *Dexteros* have left Rio de Janeiro towing the hulk of the old 19,200-ton Brazilian cruiser *Sao Paulo*. The cruiser is to be scrapped by the British Iron and Steel Corporation. She was built by Vickers-Armstrongs, Ltd., in 1909.



A view of the Burmeister & Wain stand at the Engineering, Marine & Welding Exhibition, Olympia

REVIEW OF TRADE HARBOURS

DOCKS EXECUTIVE'S REPORTS TO BRITISH TRANSPORT COMMISSION

THE British Transport Commission has published the reports* made to it by their Docks & Inland Waterways Executive following the Executive's visits to the principal port areas of the country during the years 1948-50. It will be recalled that the British Transport Commission is required, under Section 66 of the Transport Act, 1947, to keep the trade harbours of the country under review, in order to determine whether schemes should be prepared to secure their efficient and economical development, maintenance or management. The Commission delegated this duty of review to the Docks & Inland Waterways Executive and requested the Executive to advise whether in particular cases schemes should be prepared for submission to the Minister of Transport.

In carrying out its review the Executive met the port authorities concerned and had discussions with representatives of the users of the ports and of workers employed in them. The discussions were directed in particular to consideration of the following matters:—

- (a) Efficiency of operation, including adequacy of berthing and equipment, and performance of services to meet present and possible requirements.
- (b) Financial circumstances.
- (c) Constitution of the port authority.
- (d) Whether advantages would be gained by grouping certain trade harbours with one another.
- (e) Provision of services and labour conditions.

The Reports now published cover the port areas of the River and Firth of Forth; Dundee; the North East Coast; London; Merseyside; Manchester and Preston; Bristol and Avonmouth; and Cumberland, and contain the impressions and recommendations of the Executive in respect of each of these areas. The Commission have already submitted to the Minister of Transport a Scheme for the River Tees and the Hartlepool, and propose to exercise their scheme-making powers under Section 66 of the Act in the case of the Clyde and of Aberdeen.

The following are the principal conclusions in the reports published:—

River and Firth of Forth

The circumstances of the ports round the Firth of Forth have not tended to develop any sense of community of interests between them, and in the absence of development of communications the estuary constitutes a substantial barrier between the north and south shores. Industrial conditions are, however, changing, and with them there will be a considerable influx of population. The Executive consider that unification of ownership and management to include the functions of the Forth Conservancy Board would conduce to development of the port services of the Forth area, and is essential if such development is to be conducted on the most economical and advantageous lines. In particular, it is considered that there is a good case for amalgamation of Leith and Granton.

The extent of unification and the form it should take need, however, further study in the light of industrial changes, and the Executive feel it best to defer, for the present, a recommendation of a general scheme for this purpose. If such a scheme were made it should empower the port authority to provide the services of towage, stevedoring and handling and warehousing of goods, and to license persons to perform such services in the port.

Meanwhile, the Executive are impressed by the need for overtaking the arrears of maintenance of equipment in the Commission's ports of Grangemouth and Methil, and for consideration of the future of Bo'ness and Burntisland and the smaller places, such as Alloa, Charlestown and Pettycur. These appear to be the most urgent problems, and are being proceeded with accordingly.

Dundee

The Executive consider that there is need for a more realistic approach to the problems of the port. The various

parties concerned should get together to examine their problems and concert action locally to ensure that the best and fullest use of the existing facilities is obtained, and that any additional facilities needed may be provided most economically, rather than look for the provision of additional berths at high cost.

It is not considered that in its present form the Harbour Trust is suitably constituted to undertake a critical examination of this nature: a body of 33 members seems far too large to administer an undertaking of the size of the port of Dundee, and the composition of the body is both unnecessarily complicated and unduly restricted in its field of choice; for example, it does not include any direct representation of labour employed in the port. Reconstitution of the Harbour Trust is regarded by the Executive as an essential preliminary to the investigation which they have recommended, but it is doubtful whether general agreement as to the best means of providing for future control will be reached locally and whether any agreement that may be reached will pay adequate regard to the intentions of the Transport Act.

Bearing in mind also the financial circumstances of the harbour undertaking, which in their view justify measures of control over capital expenditure, the Executive consider that greater efficiency and economy in administration would most readily be promoted by means of a scheme under Section 66 of the Act. They accordingly recommend that they should enter into consultation on the type of scheme best suited to the needs of the area, and propose that in the course of these consultations attention should also be given to the possible advantages of setting up an estuarial authority to include Tayport and other small harbour undertakings on the River Tay.

Rivers Tyne and Wear

The Executive consider that there should be unification of the harbour undertakings on the River Tyne, and they are not fully satisfied that Tynemouth Corporation Quay should be excluded from such unification. They intend to submit their detailed proposals setting out the principal features which they consider should be incorporated in a scheme for the area. In addition to ensuring that the planning of new port facilities would be undertaken by a single body, these proposals will include provisions for a more balanced composition of the governing body and a reduction in its size.

The area of the North East Coast is, in many respects, industrially homogeneous, a fact which, combined with the comparative proximity to each other of the ports and the similarity of their major activities, suggests that they should, in the interests of economy, be administered and developed under a single control. This general conclusion is reinforced by the risk that under separate and independent management the ports will develop a large surplus capacity which will become an incubus upon the shipping and trade which use them, or upon the localities in which they stand.

The Executive have considered whether they should recommend the making of a scheme which would unify the trade harbours of the Tyne and the Wear under one authority. There appears, however, to be little disposition locally, either for the financially stronger authorities to accept responsibility for their weaker neighbours, or for the financially weaker to merge their individuality in a larger concern. To attempt complete unification immediately would, therefore, probably be premature. The Executive consider that as a first stage, a scheme should be promoted with the object of bringing the trade harbours of the Wear effectively under one management, and of establishing a smaller and more satisfactory constituted body to that purpose. This body should be subjected to the control of the British Transport Commission, at least in respect of capital expenditure. It is intended to submit proposals on these lines in due course.

The Executive do not consider any changes necessary for the ports of Blyth, Warkworth and Seaham.

Port of London

The Executive acknowledge the achievements of the Port of London Authority, its progressive policy of development and its prudent management of finances. As a direct result of its size, problems in the port are liable to have more widely felt consequences than similar situations in other ports. Against the back-

* Copies of the reports can be obtained from the Docks & Inland Waterways Executive, 22 Dorset Square, London, N.W.1, price 2s.

ground provided by the great array of port installations the following features stand out, at least in degree, as peculiar to the port:

(a) The large amount of traffic handled at riverside public wharves which are privately owned, and over which the Port Authority have no effective control.

(b) The large amount of traffic handled over the lighters and the consequent importance of the lighterage service. Any interruption or inadequacy in this service has an immediate effect upon the operation of the port, but the Port Authority have no effective control over it.

(c) The large number and variety of separate employers operating in the port and the diversity of conditions under which the registered dock worker may be called upon to work.

(d) The dock workers are represented by three distinct Unions, viz. the Transport & General Workers' Union and the National Amalgamated Stevedores' and Dockers' Union, which collectively cater for the general dock workers, and the Watermen, Lightermen, Tugmen and Bargemen's Union, which represents the majority of the lightermen.

The most disturbing factor in the port today is the state of labour relations, and it is the Executive's belief that this situation derives directly from the features which they have set out above. In their view permanent improvement can be achieved, if:—

(1) The Port Authority is reconstituted so as to provide greater and more direct representation of labour employed in the port.

(2) Greater responsibility is vested in the reconstituted Port Authority.

(3) Closer cohesion is secured between the employers in the port, coupled with greater cooperation between the employers and the Trade Unions, and the standardisation of labour agreements and conditions as a corollary to the Dock Labour Scheme.

(4) A spirit of co-operation is substituted for one of rivalry between the Trade Unions.

In all the circumstances the Executive have come to the conclusion that the efficient and economical operation of the port would be promoted by a scheme under Section 66 of the Transport Act, which, in their opinion, should provide, *inter alia*, for the reconstitution of the Port Authority; control by the Port Authority over the provision of port facilities and services; coordination through the British Transport Commission of capital development; and the application of Part V of the Transport Act.

The Executive believe that an important factor in the labour problems of the port is the division of responsibility between the Port Authority and the National Dock Labour Board. With two statutory bodies exercising jurisdiction in the same area, overlapping and doubt as to where responsibility lies almost inevitably occur, and the relations of employer and employed become confused. These are not matters with which it is possible to deal in a scheme under the Transport Act, but the Executive are convinced that in addition to the action which they have recommended under Section 66 of that Act, a thorough examination of the application of the Dock Labour Scheme in London is necessary in the interests of the efficient and harmonious operation of the port.

Merseyside and Manchester

The trade harbours of Merseyside and Manchester are served by a common estuary; each has a vital interest in its conservancy problems, and the shipping of each contributes financially to the maintenance of the navigation. Their trade, too, is intimately related, and there are strong competitive elements which make it desirable that the construction of new harbour works should be closely coordinated.

The Executive therefore consider that in the interests of the efficient and economical conduct of these trade harbours, now divided into several different ownerships, it is desirable that some effective measure of coordination between them should be ensured for the purposes of planning development, of capital expenditure and of operating policy; the question would also arise of coordinating charges throughout the area by a charges scheme in accordance with Part V of the Transport Act. This coordination would be achieved in the fullest degree under a common ownership and management, but the unification of port authorities comprising such a variety and mass of installations would pose an administrative problem, the solution of which in present circumstances might be hampered by the opposing strength of local feeling. To what extent the various port authorities would be pre-

pared voluntarily to coordinate their respective policies and activities, it is difficult to say in the absence of any apparent inclination in that direction.

Meanwhile, it is considered that efficiency and economy in the trade harbours of Merseyside and Manchester under review would be advanced by a scheme or schemes under Section 66 of the Transport Act which could deal with certain features that emerged. These include:—

(a) *Liverpool and Birkenhead.*

(i) The lack of effective control by the port authority over the provision of stevedoring and master portering services.

(ii) The lack of balance in the composition of the port authority.

(iii) The inadequacy of the Board's sinking fund provision in relation to their present capital indebtedness and the magnitude of their reconstruction programme. These matters need to be viewed in relation to the large amount of obsolescence in the port and the absence of any overall assessment of the future requirements of the area as a whole. A measure of control by the British Transport Commission of capital expenditure and related financial matters is considered to be desirable.

(b) *Garston and Bromborough.*

In the event of such a scheme being proposed, it would be necessary also to give consideration to the unification of Garston and Bromborough with Liverpool and Birkenhead under the new body.

(c) *Manchester.*

(i) As at Liverpool, it is desirable that there should be control, through the British Transport Commission, of unduly competitive spending on the provision of new facilities and of the application at either port of uneconomic charges specially designed to attract traffic from the other. The existing requirements as to amortisation of debt also call for some tightening up.

(ii) The size and composition of the board of directors differ from those of the prototype of body which is considered to be most conducive to economical and efficient administration. It is considered that the present managing body is unduly large, and that there should be representation upon it of users and of organised labour.

(The future of other minor docks and shipping places on the upper Mersey would also call for consideration.)

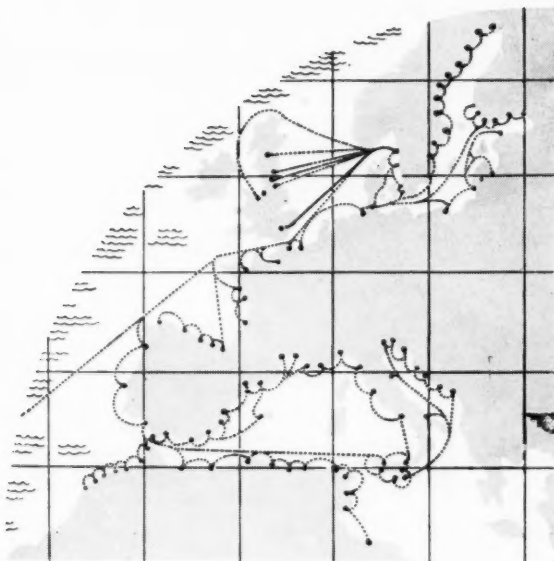
As regards Preston and other ports on the Lancashire and Cumberland coasts, the Executive does not recommend, as an immediate step, any unification of these ports or the formation of a larger group extending as far south as Preston, but will give further consideration to the matter at a later stage. The Executive regards the port of Bristol as a special case and does not propose action by a scheme.

Improved Disembarkation Facilities at Holyhead

Details have come to hand of the two electrically operated adjustable platforms which British Railways (London Midland Region) has installed at Holyhead to speed the movement of passengers between ship and shore. The platforms, adjustable over a height range of 6 ft. 9 in., provide a level gangway at any state of the tide. Each platform has a timber deck 10 ft. by 9 ft. 6 in., which projects 4 ft. beyond the face of the Customs building, and 12 independent steps are provided to give access from the platform to the upper floor. These steps are constructed of timber and protected with steel kicking plates and treads, and rest, when in the lowest position, on padstones in the enclosing walls. As the platform is moved up they are picked up in succession by the moving underframe and are arranged to form a level surface continuous with the deck. The steps are held in position by guides which run in small vertical channels recessed in the staircase walls.

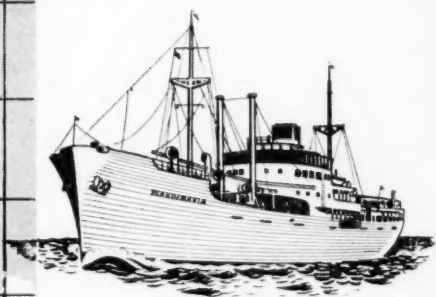
The underframe of the platform was constructed of two 12 in. by 6 in. rolled steel beams 20 ft. 6 in. long, braced together 4 ft. apart and supported at their ends on four bronze nuts which operate on vertical square thread screws. These screws are carried on thrust bearings at their upper ends to ensure that they are always in tension under the weight of the platform. Each screw is supported between a pair of rolled steel channels which form the guides for maintaining the platform in position horizontally. The screws are rotated uniformly by means of an arrangement of bevel gears and shafts taking power through a single worm reduction unit coupled to a 5 h.p. electric motor, the whole of the operating gear being situated on foundations below the lowest level of the platform. An electro-mechanical brake is fitted to ensure that the driving gear is brought to rest and holds the platform in any desired position.

Regular liner traffic with fast modern ships



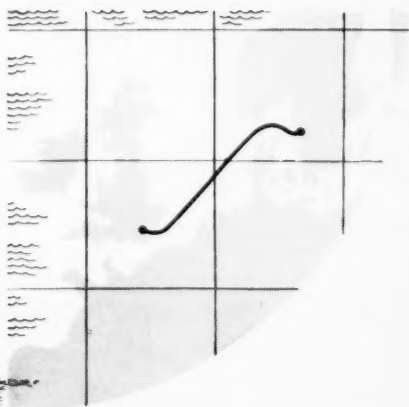
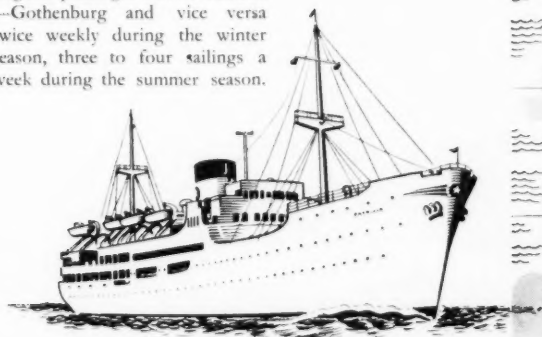
CARGO TRAFFIC:

from Sweden to Great Britain, Germany, France, Portugal, Spain, Italy, Yugoslavia, Morocco, Algeria and back. The cargo vessels also carry a limited number of passengers.



PASSENGER TRAFFIC:

Regular passenger service London—Gothenburg and vice versa twice weekly during the winter season, three to four sailings a week during the summer season.



Freight rates and information through the company's office.

SWEDISH LLOYD

GOTHENBURG Skeppshöron 5—6, Passenger Dpt. Västra Hamngatan 19. Telephone 17 43 00

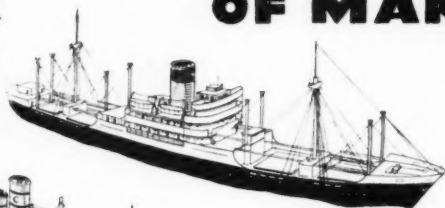
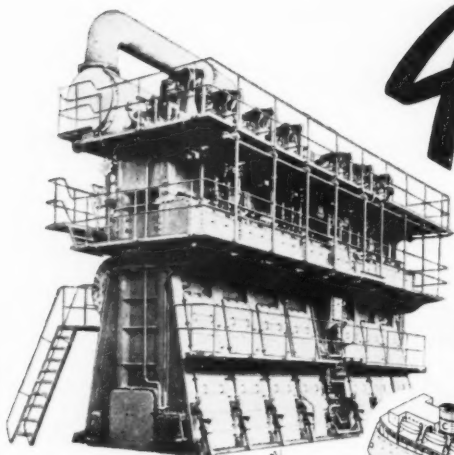
General Agents: THE BRITISH & NORTHERN SHIPPING AGENCY LTD.

Marlow House, Lloyd's Avenue, London, E.C.3. Telephone: Royal 3161 (21 lines)

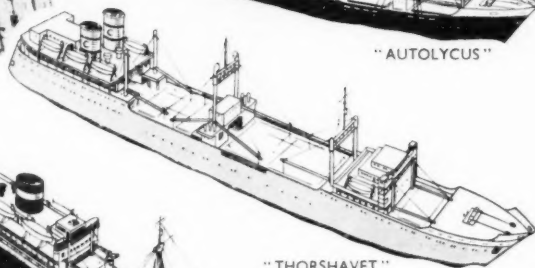
Telegrams: "Agbrinor Fen," London

4 Ships

OF MANY



"AUTOLYCUS"



"THORSHAVET"



"ORANJEFONTEIN"



"AMARNA"

These are four ships of many propelled by B. & W. Diesel Engines
which are Sailing the Seven Seas, using Caltex Lubricants.

CALTEX

Marine Lubricants

AND TECHNICAL SERVICE ARE AVAILABLE AT ALL PRINCIPAL
PORTS THROUGHOUT THE WORLD

DISTRIBUTED IN THE UNITED KINGDOM BY

REGENT OIL COMPANY LTD

117, PARK STREET, LONDON, W.1. TELEPHONE: MAYFAIR 8474



COAL AND OIL

THE SEARCH FOR OIL

THE oil deadlock in Iran has given a stimulus to the worldwide search for new sources of production, in which the big oil concerns are cooperating extensively. The Anglo-Iranian Oil Co., Ltd., is at present prospecting, whether on its own or jointly with other companies, in four continents. In Iraq it operates in close association with its partners in the I.P.C. group. In Kuwait it shares the Kuwait Oil Company with an American concern. Kuwait is producing at present nearly as much crude oil as Iran was before the shut-down (32 million tons a year) and it is being rapidly expanded. Exploration work is going on, too, in India and Pakistan, while further east in Papua, New Guinea, extensive geological and geophysical surveys are being made and drilling is taking place. Parts of Africa are being surveyed, and a deep well is about to start drilling in Nigeria. Reconnaissances are going on in Kenya and Tanganyika. Other activity is in Egypt, where there are oilfields on both sides of the Gulf of Suez. Experts are at work in Trinidad, delving into the possibilities of finding oil reserves under the shallow waters of the Gulf of Paria. Anglo-Iranian has the United Kingdom's only oil wells, which are very small. Over 300 wells, totalling some 600,000 ft., have been drilled at its oilfield in Nottinghamshire. Production was raised to 120,000 tons a year during the war, but now it yields only about 45,000 tons. Near Formby, on the Lancashire coast, in an endeavour to find a deeper source from which the shallow oil in those parts is thought to come, test wells are to be drilled which are programmed to go down about 3,500 ft. Drilling is now in progress on the dunes just above high water mark. The company has recently acquired prospecting rights in Sicily and is now conducting exploratory surveys. Prospecting is a costly business and often no oil is struck after extensive drilling and boring. In Papua more than £2,000,000 has been spent by Anglo-Iranian with no success so far; but exploration goes on continuously.

Trading in Coal—

THE depressing consequences of the decline of British coal exports have been summed up admirably by Sir Herbert Merrett, chairman of Powell Duffryn, Ltd., in his statement to shareholders. Despite the exclusion of the company from trading in coal in Great Britain by the National Coal Board, Powell Duffryn, Ltd., through its exporting houses, continues to trade in the movement of coal from one country to another. Consumption throughout the world is increasing, but the sources of supply are changing rapidly. "At unbelievable cost, this country has lost its hold upon its export markets through its inability to produce the fuel to meet the demand. Collieries are fully employed and overtime is being worked, yet it is found necessary to import dollar coal to ensure our industrial security." British-owned coaling depots are largely dependent on foreign coals to earn profits taxable in this country, and, as Sir Herbert commented, "it would be idle to pretend that this is a passing phase." As to the future, Sir Herbert continued, "I very much doubt whether, even if there were an unexpected increase in British output, we shall in future years be able, in competition, to regain our markets at the prices we shall be compelled to demand to enable us to meet the soaring cost of raising coal under the monopolistic régime of ownership which has been imposed upon us." Fortunately, the company has not been idle, for it is now the largest individual shareholder in the Wankie Colliery, Southern Rhodesia.

—and Oil

IN THE orientation of the company's interests under the new régime, nothing of greater importance has happened, of course, than the expansion of its invest-

ments and direct interest in the oil marketing industry, particularly with its 50 per cent interest, with the Soceny-Vacuum Oil Co., Inc., of New York, in the Vacuum Oil Co., Ltd. The construction of the new refinery at Coryton is proceeding almost to schedule, and the incorporation of a catalytic cracking unit will allow the refinery to increase quality and quantity of petrol produced and reduce the quantity of low-grade residual fuels. Early in 1953, when it is hoped that the refinery will be in production, Vacuum will have available for disposal, petrol, diesel and fuel oils, in addition to lubricants. Plans are being developed to provide for the consequent expansion of the Vacuum organisation to deal with the wider range of products. In other directions, the oil business, through the subsidiary Cory Brothers & Co., Ltd., is expanding and is producing good results. Storage and bunkering facilities at Las Palmas are being enlarged to deal with a throughput of up to 1,000,000 tons per annum. At Barry Dock facilities for storage have been increased by more than 30,000 tons, and further tankage of 30,000 tons will bring storage at that port to more than 120,000 tons. Through the subsidiary, Millers & Corys, the turnover of the oil bunkering depot at St. Vincent, Cape Verde Islands, is steadily rising, and the prospects of the new oil depot at La Goulette, Tunisia, are "distinctly encouraging."

Shorter Notes

THE Tyne Improvement Commission has decided to cut down to quay level the old disused coal staiths at the Albert Edward Dock, North Shields. The former staith will be used as a lay-by berth.

THE Blyth Harbour Commissioners report that coal shipments in August amounted to 507,168 tons, an increase of 29,282 tons on last year. For the eight months of the year, shipments were 4,130,035 tons, compared with 4,086,883 tons in 1950 and 3,690,509 tons in 1948.

COAL and coke shipments from the Tyne in August amounted to 612,205 tons, a decrease of 87,521 tons on 1950. For the first eight months of the year shipments totalled 5,644,552 tons, a decrease of 743,264 tons on last year. The shipments to foreign ports this year are down 684,735 tons, while those to London are 72,250 tons higher.

POWELL DUFFRYN, LTD., have decided at an early date to merge the businesses of two of their wholly owned subsidiary companies, Cory Brothers & Co., Ltd., and Gueret, Llewellyn & Merrett, Ltd. The activities of Gueret, Llewellyn & Merrett, Ltd., will thereafter be conducted under the name of Cory Brothers & Co., Ltd., but will continue to be managed and conducted by the same personnel as hitherto. Prior to the effective date of the merger, which will be announced later, certain of the higher executive officers of Gueret, Llewellyn & Merrett, Ltd., will be appointed to the board of Cory Brothers & Co., Ltd.

MR. H. C. FLETCHER, head of the firm of Fletcher & Company, coal and ship brokers, Newcastle-on-Tyne, has withheld payment of £50 of his income tax as a protest against Government extravagance. Mr. Fletcher said he was concerned with Government wastage regarding fuel. He referred to coal supplied direct to Government departments by the N.C.B. without the agency of commercial brokers. Mr. Fletcher said the N.C.B. charged 9d. a ton for "services" which private firms did not charge. He stated that he had written to the Prime Minister, the Chancellor of the Exchequer and the Director of Public Prosecutions regarding this anomaly in charges, but had gained no satisfaction.

Chamber of Shipping Tramp Freight Index

THE Chamber of Shipping index of tramp freight rates for August, 1951, is 119.3 (1948 = 100). This compares with 179.6 for the previous month and 86.6 for August, 1950. The index is based on tramp fixtures reported during the month, only fixtures in sterling being used.



THE TRAIN FERRY "ST. GERMAIN"

NEW FRENCH VESSEL FOR
SERVICE BETWEEN DOVER
AND DUNKIRK

Built by the Elsinore Shipbuilding & Engineering Company, Elsinore, Denmark, for the French National Railways, the *St. Germain* has a deadweight tonnage of 1,300 tons and a maximum speed of 18 knots. The vessel has an overall length of 379 ft. 8 in. and is provided with four rail tracks arranged to give the greatest possible length. The train deck is covered with planking at the level of the rails to enable this deck to be used for motor vehicles if required. The promenade deck has a hangar for 25 motor cars which can be driven on board direct from the quayside over ramps. The propelling machinery of the *St. Germain* comprises two 9-cylinder diesel engines, direct-coupled to her two shafts. These engines are built by the builders under licence from Burmeister & Wain and are of the two-stroke single-acting type, developing 9,600 indicated horse power. Although welding has been employed in a large measure, the frames are riveted to the shell, while at the request of the builders one riveted strake has been retained. The *St. Germain* was fully described in THE SHIPPING WORLD of November 1, 1950



First-class dining saloon



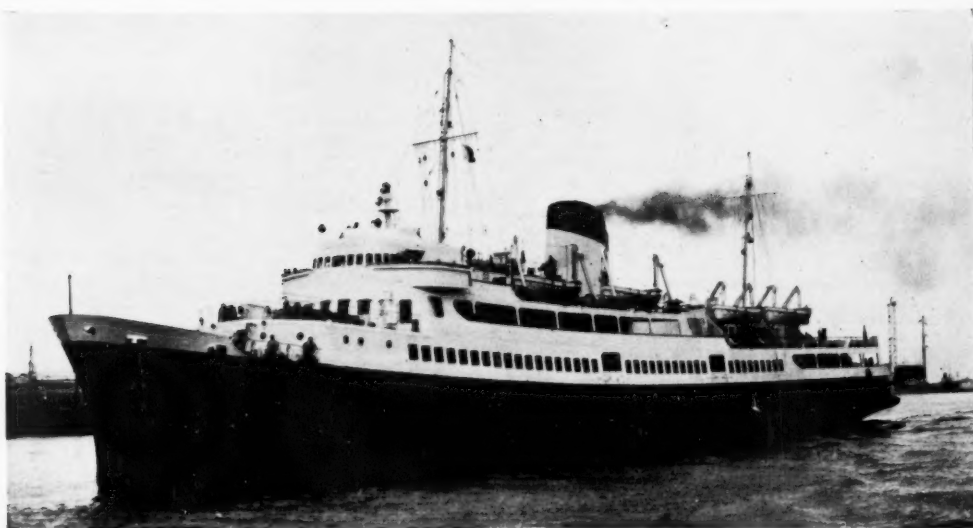
Train deck



Motor car hangar



Sun deck



CROSS-CHANNEL VESSEL "COTE D'AZUR"

PASSENGER STEAMER FOR FRENCH RAILWAYS' CALAIS-FOLKESTONE SERVICE

THE latest addition to the fleet of passenger vessels operating the cross-Channel service is the twin-screw steamship *Cote d'Azur*. The vessel is the first of two passenger ships ordered from the Forges et Chantiers de la Mediterranee, Le Havre, by the French Railways. She replaces two predecessors, the *Cote d'Argent* and *Cote d'Azur*, which were lost during the war, and which previously operated the Dover-Calais service. Requisitioned in May 1940 by the French Navy, the original *Cote d'Azur* was sunk by aerial bombardment at Dunkirk soon after, on May 27. The vessel was refloated in 1941 by the Germans, who converted her to a minelayer and used her during the remainder of the war in the Baltic. She disappeared outside Stettin. The builders of the new *Cote d'Azur* have since the war completed two other cross-Channel ships, the *Arramanches* and *Londres* for the New-haven-Dieppe route. These vessels, however, were on the building ways at the outbreak of war in 1939.

With accommodation for 1,430 passengers, 530 of which can be provided with berths, either in the 16 cabins fitted or in dormitories, the *Cote d'Azur* has a smart modern appearance with a raked stem, cruiser stern and a large streamlined funnel built in light alloy. The funnel is of

the "Strombos" design, patented by the Forges et Chantiers de la Mediterranee and M. J. Valensi, a Marseilles scientist. This type of funnel is designed to ensure that gases are carried clear of the ship and do not create a nuisance to passengers resting on the sun deck. The cross-section of the funnel is shaped like a symmetrical aerofoil and in side elevation resembles a short half wing of an aeroplane with a rounded tip forming the top. Similar funnels have already been fitted to the French passenger vessels *President de Cazalet* (completed by Swan, Hunter & Wigham Richardson, Ltd., in 1947), *Kairouan*, *Koutoubia* and *Ville de Marseille* and the new Dutch passenger liner *Rijnland*, featured in last week's SHIPPING WORLD.

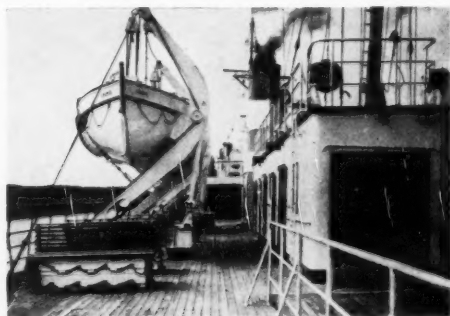
The principal particulars of the *Cote d'Azur* are as follows:

Length overall	344 ft. 2 in.
Length b.p.	347 ft. 10 in.
Breadth, moulded	48 ft. 4 in.
Depth to main deck	26 ft. 3 in.
Draught, average loaded	12 ft. 2 in.
Displacement	3,030 tons
Speed (contract)	24 knots
Speed (service)	21 knots
Horsepower, maximum	22,000
Horsepower, normal	16,000

The vessel has been built to the requirements of Bureau Veritas and complies with the agreements of the 1948 London Convention on safety of life at sea, and with the Seattle Conference as regards accommodation for the crew. Adequate subdivision has been provided in the hull in case of flooding. Welding has been largely employed in the construction of the decks and the plating above the main deck, while below this the butts are welded and the longitudinal seams are riveted.

Passenger Accommodation

Careful consideration was given in the design stage to the layout of the accommodation in order to give the passengers the maximum comfort in a pleasantly luxurious and decorative setting. On the upper deck is a large tea lounge with natural lighting from three sides. Also situated on this deck are two *cabines de grande luxe*. Arranged forward on the main deck is a smoking saloon and bar for first-class passengers, the third-class bar being arranged aft on this deck. Between the two bars is a large public lounge and opening on to it are 14 *cabines de luxe*. The first and third-class restaurants are on the lower deck, where also is situated a ladies third-class saloon. Arranged between decks



View of boat deck, showing "Strombos" funnel

ROUND THE SHIPYARDS

Work in Progress on Merseyside

By THE SHIPPING WORLD'S Own Correspondent

ACTIVITY in the shipbuilding and shiprepairing industries has been well maintained during the past month. So far as shipbuilding is concerned the Birkenhead yard of Cammell Laird & Co., Ltd., continues to be fully extended with a programme of tonnage building or on order which will see little relaxation of effort for the next four years. The month saw the completion of the tanker *Presidente Peron*, third of the four 18,000-ton tankers ordered by the Yacimientos Petroliferos Fiscales, Buenos Aires. She is the fourth ship to be completed by the Birkenhead firm this year. Meanwhile, work is proceeding on the tanker *British Crown*, a vessel of 28,000 tons deadweight building for the British Tanker Co., Ltd. The *British Crown* is to be launched in mid-October, and will be the 14th vessel launched at Birkenhead for these owners. When completed she will be propelled by a set of geared turbines giving her a service speed of about 15 knots. She will have a gross tonnage of about 18,000 tons and a cargo tank capacity for about 26,000 tons of oil fuel. After the launch the *British Crown* will join the Ellerman cargo liner *City of Brisbane* and the Booth liner *Hildebrand* now fitting out in the firm's wet basin, where the aircraft carrier H.M.S. *Ark Royal* is also completing.

Increase in Shiprepairing

Reports from various shiprepairing firms indicate that during the month there has been an encouraging increase in the number of ships undergoing repairs. Latest official returns show that in July there were 1,220 men unemployed in the industry—the lowest figure since November 1947. Of the July unemployed total 284 were skilled workers, two semi-skilled, 930 unskilled and four were draughtsmen and clerical workers. The August figures when published should show a still further improvement.

In addition to general work and voyage repairs there have been several interesting contracts. These have included pre-commissioning work on the new aircraft carrier H.M.S. *Eagle* in the Gladstone Graving Dock. This has now been completed and the *Eagle* has sailed for Belfast, where she was built and where she will shortly be fully commissioned. Now occupying the Gladstone Graving Dock is the 35,000-ton battleship *Duke of York* which arrived in the Mersey under tow from Portsmouth on September 7. Certain special work is to be carried out in the ship, after which she will leave Liverpool for the Clyde, where she is to be laid up in the Gareloch with other units of the Reserve Fleet. Another interesting ship now in the Canada Graving Dock is the whaling factory *Abraham Larsen*, 22,974 tons gross, which is being prepared in readiness for her forthcoming Antarctic whaling season.

Preparation for Royal Voyages

With the arrival of the liner *Empress of France* from Canada on September 21, the unprecedented position arose on Merseyside—and one which is unlikely to be repeated—of two liners being in the port both preparing for Royal voyages. The *Empress of France* was only in port for the period of her normal turnaround and was due to sail on September 25 with Princess Elizabeth and the Duke of Edinburgh among her passengers. The vessel, however, left without her Royal voyagers, who decided to fly to Canada, in view of the King's health. Meanwhile on the other side of the river, at the shipyard of Cammell Laird & Co., work was proceeding in the conversion of the Shaw Savill and Albion liner *Gothic*, in which the King and Queen and Princess Margaret are to sail to Australia next January. This conversion work is based on plans approved by the King and is being carried out by Cammell Laird working under the direction of the Admiralty and in conjunction with the Shaw Savill and Albion Line. The

conversion is expected to be completed by December.

No record of the past month on Merseyside would be complete without reference to the loss the shipbuilding industry has suffered as a result of the death of Sir Robert S. Johnson, chairman of Cammell Laird & Co., Ltd. As already reported in THE SHIPPING WORLD Sir Robert had been with Cammell Laird for 31 years, in the last ten of which he had been chairman. The great work he did for the shipbuilding industry in particular and Merseyside in general was well summed up in the many tributes paid to his memory. Another serious loss to Merseyside came with the announcement of the retirement of Lt.-Col. Sir Henry Grayson, chairman of Grayson Rollo & Clover Docks, Ltd. Aged 86, Sir Henry has been associated with the company for 60 years, taking over control in 1904 when it was named H. & C. Grayson, Ltd. He has been succeeded as chairman by Mr. Denys H. H. Grayson.

OFFICIAL NOTICES

New Companies

TONNAGE STABILISATION ASSOCIATION, LTD., 3-6 Bury Court, St. Mary Axe, London, E.C.3.—Registered September 10. To compensate the members of the company upon the mutual principle against losses incurred in the business of shipowning, etc. Committee: Not named. Subscribers: C. F. B. Arthur, Bevis Marks House, Bevis Marks, London, E.C.3.; J. A. Billmeir, 9 St. Helens Place, London, E.C.3.; and S. S. W. Dalgleish, L. G. Dann, F. P. Longton, R. D. Roper, J. C. Donholm, H. G. Mann, W. G. Roper, T. Dunlop, junior, W. Headlam, L. Mann, P. Runciman, K. Fenton, J. H. Henderson, A. R. Newman, L. Seager, Sir Phillip Haldin, R. M. de Larrinaga, D. I. Rees, R. M. Turnbull, D. M. Robinson and F. J. Harrison.

QUAYSIDE ENGINEERING CO., LTD., Brougham Street, Stockton-on-Tees, Co. Durham.—Registered September 6. To carry on business of chemical, heating, air conditioning, marine, mechanical, electrical and general engineers, etc. Nominal capital: £500 in £1 shares. Directors: N. McLeod and Mrs. N. McLeod (both perm.), 6 Conifer Crescent, Billingham, Co. Durham.

HELMESMAN SHIPPING CO., LTD., 136-8 Minories, London, E.C.3.—Registered September 11. To construct vessels for the carriage of oil by sea, and to carry on business of ship-owners and charterers, etc. Nominal capital: £100 in £1 shares. Permanent directors: C. S. Rowbotham, The Rose Garden, Sonning-on-Thames, Berks.; J. F. Rowbotham, Latham House, How Green, Chipstead, Surrey.

[Information from *Jordan's Daily Register of New Companies*]
DUBLIN SHIPPING CO., LTD. Registered in Dublin August 31. Capital £30,000 in £1 shares. Directors: Not named. Subscribers (each with one share): Roderick B. McConnell, solicitor, and Kathleen Curley, clerk, both of 24 Dame Street, Dublin.

Change of Name

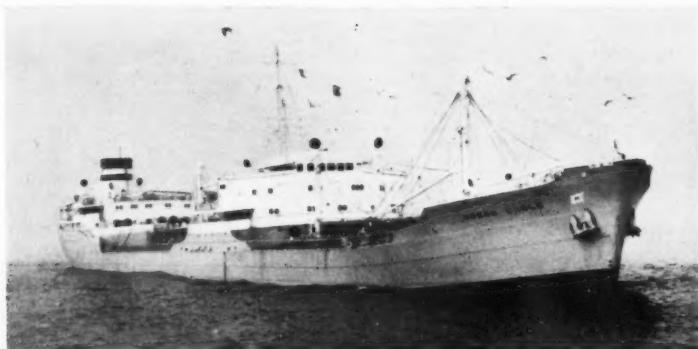
IMPROVED SUBMERGED LOG CO., LTD., Parliament Mansions, Abbey Orchard Street, London, S.W.1, nautical instrument manufacturers, etc.—Name changed to Submerged Log Co., Ltd., on September 6.

Increase of Capital

DRAYTON STEAMSHIP CO., LTD., 27-8 Finsbury Square, London, E.C.2.—Increased by £149,900, in £1 ordinary shares, beyond the registered capital of £100. At March 29, 1951, Dover Navigation Co., Ltd., held 98 £1 shares out of 100 issued.

Underwater Television

In connection with the development of the television equipment used in the identification of the lost submarine *Afray*, British Insulated Callender's Cables, Ltd., received a request from the Admiralty to solve the urgent problem of producing a television camera cable to meet the particularly arduous conditions. The required cable was produced and supplied within a few days. Its design is similar to the company's 32-core type extensively used for B.B.C. broadcasts, but it was provided with an additional special protective sheathing making it suitable for use many fathoms under the sea. It was possible, therefore, to link the camera (258 ft. under the sea) with the control equipment on board the salvage vessel by a single cable capable of dealing with video signals, scan currents, power supply and all the necessary circuits.

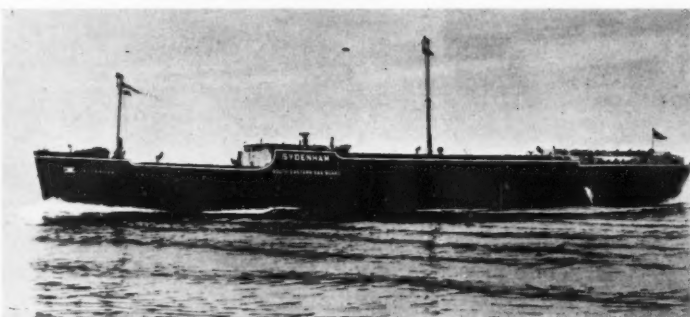


Motor Tanker "Hoegh Eagle"

Of 15,083 tons gross, the single-screw motor tanker *Hoegh Eagle* has been handed over to Leif Hoegh & Co., of Oslo, by Sir James Laing & Sons, Ltd. The *Hoegh Eagle*, a sister ship of the *Hoegh Arrow*, completed in November of last year, has a deadweight of 22,808 tons on a summer draught of 31 ft. 11½ in. Her principal dimensions are 604 ft. length o.a., 565 ft. b.p., 74 ft. 9 in. breadth moulded and 41 ft. 6 in. depth moulded. Two longitudinal bulkheads, together with transverse bulkheads, divide the cargo space into seven centre and 14 wing tanks. The propelling machinery has been supplied by William Doxford & Sons, Ltd., and consists of a 6-cylinder two-stroke single-acting opposed-piston diesel engine, providing a speed of 14½ knots.

Up-River Collier "Sydenham"

The single-screw motor collier *Sydenham* completed her maiden voyage from the Tyne to East Greenwich power station on September 14. Built by the Burntisland Shipbuilding Co., Ltd., for the South Eastern Gas Board, the vessel is of the "flat-iron" type designed to navigate the 17 low span bridges of the River Thames to Wandsworth. She has a gross tonnage of 1,930 and a deadweight of 2,875 tons on a draught of 17 ft. 1 in. She has a length of 265 ft. 10 in. b.p., breadth 39 ft. 6 in. and a depth moulded of 18 ft. 6 in. Her single screw is driven by an 8-cylinder two-stroke single-acting diesel engine built by British Polar Engines, Ltd., developing 1,150 b.h.p.

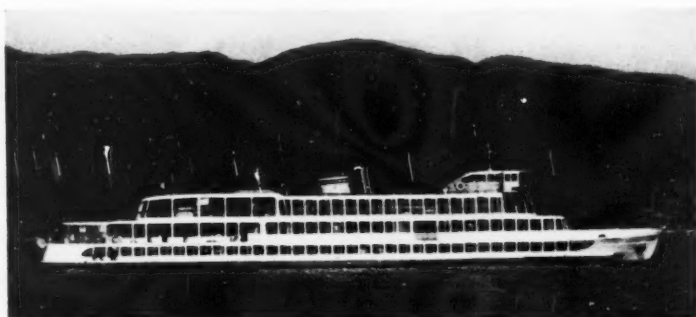


Passenger and Cargo Ship "Kimanis"

Built by the Caledon Shipbuilding & Engineering Co., Ltd., for the Straits Steamship Co., Ltd., Singapore, the *Kimanis* is a twin-screw passenger and cargo motorship. Of 3,100 tons gross, the *Kimanis* has dimensions of 312 ft. length o.a., 285 ft. b.p., 51 ft. breadth moulded and 22 ft. depth moulded to main deck. Accommodation is provided for 40 first-class and 24 second-class passengers, in addition to 500 unberthed passengers. The propelling machinery, supplied by British Polar Engines, Ltd., comprises two 8-cylinder two-stroke single-acting diesel engines, developing a total of 2,560 b.h.p. The *Kimanis* has a speed of 13½ knots.

Japanese Passenger Vessel "Hari Maru"

The twin-screw passenger vessel *Hari Maru* was built at the Sakurajima yard of the Hitachi Shipbuilding & Engineering Co., Ltd., for The Biwako Kisen Co., Ltd. Of 596 tons gross, she carries a total of 483 passengers. Her principal dimensions are 188.6 ft. length o.a., 173.9 ft. b.p., 27.9 ft. breadth moulded and 7.23 ft. depth moulded, while she has a designed load draught of about 5 ft. The main machinery has been supplied by Niigata Tekkosho K.K., Niigata, and comprises two 6-cylinder four-stroke single-acting diesel engines. These engines develop a total of 950 b.h.p. and provide a maximum speed of 14½ knots.



NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
			Gross	Deadweight						
Chas. Rowbotham & Sons	1	Tanker	—	550	167 x 27.5 x 11	—	British Polar diesel	450	—	Clelands (Successors)
Commonwealth and Foreign Yards										
Soc. di Nav. Marittima Svizzera, Coira	1	Tanker	12,300	18,000	525 x 72.75 x 39.83	—	Diesel	7,000	—	Cant. Riuniti dell' Adriatico, Monfalcone
Fratelli d'Amico, Rome	1	Tanker	19,000	32,000	619.5 b.p. x 86 x 45.5	—	Steam turbine	13,000	—	Cant. Riuniti dell' Adriatico, Trieste
Navebras S/A, Rio de Janeiro	1	Towboat	62	—	60.42 x 19.66 x 5.92	—	Tw.-scr diesel	320	—	Nippon Steel Tube Co., Shimizu
Algemeen Vrachtkantoor, Rotterdam	1	Tanker	—	750	—	—	Diesel	—	—	Bijker's Aannemingsbedrijf, Gorinchem
French owners	1	Tanker	1,150	—	—	—	Diesel	—	—	Bijker's Aannemingsbedrijf, Gorinchem
Spliethoff's Scheepvaart, Amsterdam	1	Coaster	875	—	—	—	Werkspoor diesel	500	—	Bijker's Aannemingsbedrijf, Gorinchem
Porta Hamburger Reederei, Hamburg	1	Cargo	800	1,220	215 x 35.5 x 13.65	11	M.A.K. diesel	1,000	—	Gebr. G. & H. Bodewes, Martenshoek
Hendrik Fisser Schiffs., Emden	2	Cargo	—	1,220 (each)	—	—	Deutz diesel	1,000 (each)	—	Jos. L. Meyer, Papenburg a.d. Ems
Frank Haniel & Cie., Duisburg	1	Cargo	—	1,100	254.3 b.p. x 39.4 x 23	12	M.A.N. diesel	1,600	—	Jos. L. Meyer
Flota Mercante Grancolombiana, Bogota	4	Cargo	3,950 (each)	5,900 (each)	395 b.p. x 55 x 33.5	—	Diesel	4,275 (each)	—	Gutehoffnungshutte A.G., Walsum-on-Rhine
Central American S.S. Agency, New York	1	Tanker	29,000	40,000	721.83 x 95.16 x 33.3 (draught)	16.5	Steam turbine	17,500	—	Canadian Vickers, Montreal
										Howaldtswerke, Hamburg

LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Sept. 5	River S.N. Co.	Aftab (161)	—	550	—	—	—	—	—	—	Clelands (Successors)
Sept. 10	Texas Co. of New York	(168)	Tank barge	112	—	—	—	—	—	—	Clelands (Successors)
Sept. 14	Cia. Sud-Americana de Vapores, Valparaiso	Tofo (1246)	Cargo	6,800	8,800	415 b.p. x 57.5 x 34	10.75	Tr.-exp. steam	—	—	Shipbuilders Wm. Gray
Sept. 17	Royal Navy	M.T.B. 5720	Torpedo boat	—	—	123 x 20	—	Diesel and gas turbine	—	—	Vosper, Ltd.
Sept. 18	London & Overseas Freighters	London Victory (448)	Tanker	12,500	18,200	553.42 o.a. and 525 b.p. x 71 x 39.25	15	6-cyl., 2-str. Duxford diesel	6,800	N.E. Marine	Furness S.B.
Sept. 19	Overseas Tankship (U.K.)	Calce Kenya	Tanker	8,430	12,000	490 o.a. x 28.3 (draught)	—	5-cyl. diesel	—	—	Shipbuilders Wm. Duxford
Commonwealth and Foreign Yards											
Aug. 21	Gorthons Rederier	Margit Gorthon (118)	Tanker	10,170	16,000	514.75 o.a. x 65.75 x 36.83	15	8-cyl., 2-str. diesel	8,600	—	Oresunds-varvet, Landskrona
Aug. 24	U.S.S.R.	Norisk (158)	Pass. and cargo	4,500	2,300	335 o.a.	15	Twin diesels	3,000	Stalimento Grandi Motori Fiat	Cant. del Mediterraneo, Pietra Ligure
Sept. 5	Rederi A.B. Gylfe, Helsingborg	Maria Gorthon (318)	Tanker	8,600	13,300	465 b.p. x 62 x 34.5	14	7-cyl., 2-str. M.A.N. diesel	4,500	Shipbuilders	Kockums M.V. Malmö
Sept. 6	A/S Tank, Oslo	Starheim (417)	Tanker	11,750	18,500	526 b.p. x 69.75 x 29.25	14.5	8-cyl., 2-str. B. & W. diesel	7,600	Shipbuilders	Malmo Ericksbergs M.V. Gothenburg

TRIAL TRIPS

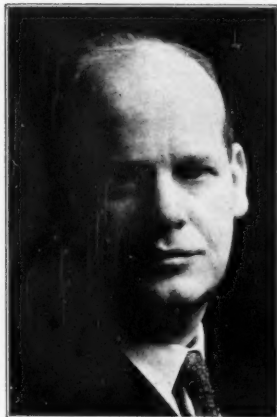
Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages		Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
				Gross	Deadweight						
Sept. 13	Skibs A/S Athos, Flekkefjord	Bernhard Hansen (1239)	Tanker	8,800	12,505	500.25 o.a. x 62.79 x 35.5	12.5	Sin.-scr., two red. geared 6-cyl. Polar diesels	4,720	Shipbuilders	Wm. Gray
Sept. 18	British Tanker Co.	British Pioneer (97)	Tanker	8,500	12,500	463 b.p. x 61.5 x 34	—	Sin.-scr., 6-cyl., 4-str. B. & W. diesel	3,200	John G. Kincaid	Blythwood S.B.
Sept. 20	A/R Julian (Hillmar Resten) Bergen	Majorian (118)	Tanker	16,400	24,500	606 o.a. and 565 b.p. x 80 x 42.5	13	6-cyl., 2-str. Duxford diesel	7,200	Shipbuilders	Vickers-Armstrongs, Walker
Sept. 20	Coast Lines	Western Coast (476)	Cargo coaster	812	1,250	220 b.p. x 35 x 21	12	7-cyl., 2-str. Atlas diesel	1,140	British Polar Engines	Goale S.B.
Commonwealth and Foreign Yards											
—	Polish S.S. Co.	Nysa	Cargo	—	—	—	—	Diesel	—	—	Stocznia Gdanska, Gdansk
Aug. 29	Hamburg-America Line	Spreewald	Cargo	5,056	7,795	440.73 o.a. x 56.1 x 26.6	13.75	6-cyl., 2-str. M.A.N. diesel	3,500	Shipbuilders	Howaldtswerke, Hamburg
Aug. 30	Rederi A.B. Dias, Stockholm	Paranagua (113)	Cargo liner	2,100	3,775	330 b.p. x 47 x 19.83	14.75	7-cyl., 2-str. diesel	3,700	A.B. Gotaverken, Gothenburg	Oresunds-varvet, Landskrona
Aug. 31	Gebrs. Broere N.V.	Neeltje B	Coaster	499	900	182.9 x 28.7 x 12.7	—	Bronz diesel	500	—	De Haan & Oerlemans, Heusden
Sept. 7	Skibs A/S Osthav, Oslo	Ishav (333)	Tanker	10,451	16,175	533.25 o.a. and 500 b.p. x 63 x 38.5	14.5	8-cyl., 2-str. M.A.N. diesel	5,500	Shipbuilders	Kockums M.V. Malmö
Sept. 11	A. O. Andersen Shipping Co. A/S, Oslo	Bellona (658)	Tanker	11,050	17,270	540.66 o.a. x 66 x 30.25	14.5	9-cyl., 2-str. diesel	8,000	Shipbuilders	A/B Gotaverken, Gothenburg



New Directors of Barclay, Curle

AS previously announced in THE SHIPPING WORLD, Mr. James B. McNee and Mr. Walter H. McLay have been appointed directors of Barclay, Curle & Co., Ltd., together with Mr. Norval M. Lindsay, secretary of the company. Mr. James Gilchrist was at the same time appointed vice-chairman of the firm. Photographic portraits of both Mr. Lindsay and Mr. Gilchrist appeared in THE SHIPPING WORLD of August 8, 1951. Mr. McNee (left) is assistant to the general manager of the North British Engine Works. He entered Barclay, Curle & Company as an apprentice in 1903, and has been at the North British Engine Works since 1913 as designer, chief draughtsman and technical manager, before reaching his present position. Mr. McLay (right), assistant general manager at the Clydeholm shipyard, started with the company in 1912. He became chief draughtsman in 1927 and assistant general manager in 1942. He is a member of the executive committee of the Clyde Shipbuilders' Association, and a member of the Institution of Naval Architects and the Institution of Engineers and Shipbuilders in Scotland.



MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

MR. G. VENKATESWARAM has taken over as chairman of the Madras Port Trust from Mr. G. P. Alexander, who is retiring. Mr. Alexander received his training in harbour engineering at a Scottish port. In 1930 he went to Madras and served as executive engineer and deputy chief engineer, Madras Port. In 1933, when the department was reorganised, he was placed in charge as port engineer. In 1944 he succeeded Sir G. Armstrong as chairman. Mr. G. Venkateswararam served the Madras Government as Chief Presidency Magistrate and Secretary to the Revenue Department, and later as Administrative Officer of Cochin Port.

A DEVICE for the rapid determining of a ship's course and speed has been patented by Mr. Stanley Hall, a Sunderland pilot, and Mr. H. N. Davies, a radar expert employed by Kelvin-Hughes, Ltd. To be known as the Davies-Hall Radar Station Pointer, the unit works in conjunction with radar and has been installed at Sunderland pilot house. With the system it is possible to ascertain, within 25 minutes, the speed and course of ships up to 22 miles at sea.

The appointments are announced by Coast Lines, Ltd., of Mr. L. W. S. Grinling as chief general manager, Mr. H. G. Sorrell, and Mr. C. V. Jones, joint general managers, Mr. J. R. Turner, commercial manager, Liverpool, and Mr. N. E. Harper as manager at Plymouth. Mr. D. S. Kinnear has been appointed manager, West Wales, and will be responsible for the ports of Milford Haven and Fishguard.

AFTER 41 years' service with Richardsons, Westgarth & Co., Ltd., Mr. W. E. Loveridge is to retire from the position of resident director at the Hartlepool works at the end of September. He will retain his seat on the board. His successor as resident director is Mr. T. P. Everett, who has been with the company for many years.

THE address of the Bolton Steam Shipping Co., Ltd., is now Plantation House, Mincing Lane, London, E.C.3. Telephone: AVENUE 3235; telegrams: Terse, Fen, London.

THE possibility of salvaging about 125 vessels sunk off the Atlantic coast during the last war is being considered by the United States Maritime Administration. If found feasible, the salvage operations would be performed under competitive bids, the salvor assuming all costs and expenses and paying the Government a percentage of the net proceeds derived from the sale of the property salvaged. The first ships to be offered would be two tankers sunk off the Gulf coast.

MR. C. H. DAVY has been appointed works director at Renfrew and Dumbarton works of Babcock & Wilcox, Ltd., and Mr. T. B. Webb has been made chief research engineer. Mr. I. M. Lyon continues as general manager of Renfrew and Dumbarton works. Mr. Davy, who has been chief research engineer of the company since 1932, was appointed a director of the company in 1947.

THE Marconi International Marine Communication Co., Ltd., announces the appointment of Mr. J. T. Marler as

manager of the operating division. Mr. Marler joined the staff in 1907, and in 1930 was appointed chief of the operating section, and became assistant service manager, operating and traffic, in 1947. Mr. Marler will continue to serve on the Radio Officers' Panel of the National Maritime Board.

THE Economic Cooperation Administration is to ask the U.S. Maritime Administration to withdraw a further 35 Liberty vessels from the reserve fleets during October. There is understood to be a strong possibility that the E.C.A. may ask for another 30 reserve ships fleet to be put into service during November, to meet the urgent coal needs of Western Europe.

MR. F. R. MASON, principal representative of the Metropolitan-Vickers Electrical Co., Ltd., at Trafford Park since 1948, has been appointed a director. In 1945, he was appointed a member of the I.E.E. committee on safety precautions for civil aircraft.

As from October 1, the address of the freight section, agency and publicity departments of Air France will be 52 Haymarket, London, S.W.1. Telephone: WHITEhall 4435.

ACCORDING to the *Fortnightly Review* of the Bank of London & South America, at the end of June, over 150 vessels, of 170,000 tons, were either under construction or contracted for by Spanish shipyards. It is expected that orders will be placed in the near future for up to five large transatlantic liners for the South American service. During the first half of the year 24 ships of 13,000 tons gross were completed.

AGREEMENT has been reached for the acquisition by Tube Investments, Ltd., of the New Conveyor Co., Ltd., of Smethwick, which specialises in the production of all types of mechanical handling equipment. Mr. W. R. Purnell, the present vice-chairman, who has been acting chairman, will become chairman, in addition to continuing as managing director.

AGREEMENT has been reached between the Institute of Chartered Shipbrokers and the Chamber of Shipping for an increase of 13 per cent in the scales of fees applying to tankers under 8,000 tons d.w. The increase took effect as from September 1.

THE cargo liner *Alsatia*, 7,242 tons, formerly the Silver Line's *Silverplane*, makes her first sailing under the Cunard house flag on October 6 from Liverpool to New York via Boston. In command will be Capt. F. G. Watts.

As from October 1 the address of the head office and the London area sales office of the Northern Aluminium Co., Ltd., will be Bush House, Aldwych, London, W.C.2. Telephone: TEMple Bar 8430; telegrams: Noralco, Estrand, London.

AN office is to be opened in Rio de Janeiro by the New York Port Administration for the promotion of trade relations.



The combination of the Clarke, Chapman self-contained, water-tight, totally enclosed Electric Cargo Winch and Derrick Topping Unit goes far towards solving the problem of reducing the time spent on cargo handling in Port.

The Winch is designed to operate with speed and efficiency even under the most extreme climatic conditions. Maximum loads can be hoisted and lowered at a speed of 100 f.p.m. and light hook returned at 450 f.p.m.

The job of hoisting, lowering, slewing and fixing of derricks is greatly simplified and accelerated when the Derrick Topping Unit is fitted. The need for manhandling the derricks is entirely eliminated.

The operation of the Topping Unit is fully described in our Publication 206.

with the

Clarke, Chapman ELECTRIC CARGO WINCH and Derrick Topping Unit



CLARKE, CHAPMAN & COMPANY LIMITED · VICTORIA WORKS · GATESHEAD-ON-TYNE, 8
Telephone: Gateshead 72271 (10 lines) · Telegrams: "Cyclops", Gateshead
LONDON OFFICE: 112/113 Fenchurch Street, London, E.C.3 · Telephone: Royal 2737/8 · Telegrams: "Cyclops", Fen. London

Telegrams Antwerp: DEKEYSER

Telephone: Antwerp 33.78.10

AGENCE MARITIME DE KEYSER THORNTON S.A.

ESTABLISHED OVER 100 YEARS

Shipbrokers, Steamship and Regular Liner Agents

ANTWERP

14, Longue rue de l' Hôpital

ASSOCIATED COMPANIES:

E. THORNTON & SON, LTD
28, Baldwin Street,
BRISTOL

DE KEYSER EXPEDITIONS S.A.
(Forwarding)
14, Lg. rue de l' Hôpital
ANTWERP

A. M. DE KEYSER THORNTON S.A.
11, Place d'Armes,
GHENT

VOYAGES DE KEYSER THORNTON S.A.
(Passenger & Travel)
Shell Building, 53, Cantersteen
BRUSSELS

MITCHELL COTTS & CO. LTD.

WINCHESTER HOUSE · OLD BROAD STREET · LONDON · E.C.2
COALING CONTRACTORS and STEAMSHIP AGENTS
in conjunction with

NATAL NAVIGATION COLLIERIES & ESTATE CO. LTD.

specialise in BUNKERING at

DURBAN (Natal) · CAPETOWN · MOMBASA
PORT SUDAN · COLOMBO · MAURITIUS

WITH BEST NATAL COAL

SHIP DELIVERY

We specialise in the delivery of any
type of seaworthy craft

Telegrams: "Pedanderco." Telephone: Mans. Ho. 1921/2

PEDDER & MYLCHREEST LTD.

154/6, FENCHURCH ST., LONDON, E.C.3.

WILLIAM MORIER & Co. LTD.
COPLAND ROAD, GLASGOW, S.W.1

~ SINCE 1836 ~



**PAINTING BRUSHES and
GENERAL BRUSHWARE**

Specialising in Shipbuilders' Requirements

ADMIRALTY CHARTS

The LATEST EDITIONS of Charts,
Plans and Sailing Directions
published by the Hydrographic
Dept., can be obtained from

J. D. POTTER, Admiralty Agent for Charts,
Publisher of Nautical Books,
and Bookseller.

145, MINORIES, LONDON, E.C.3. (Tel.: Royal 1369)
Large Stocks of Nautical and Technical Books of all
descriptions.



THE "DUNSTOS" SHIPS FITTINGS
are just what you need for your ships.

PATENT RUDDER BRAKES, & RUDDER CARRIERS
PATENT "Z" TYPE CARGO BLOCKS
(the latest in Blocks)
IMPROVED WARPING GUIDES,
(with Cast Steel Base)
PATENT HATCH LOCKING BARS
to comply with new Load Line Rules of January 1st, 1947.
(Thousands Fitted)
LIFEBOAT BLOCKS (various types)
SPRING BUFFERS for Steering Gear (various types)

Ask for Illustrations, from the Makers:—

TAYLOR, PALLISTER & CO. LTD.

Engineers & Ship Repairers,
DUNSTON, GATESHEAD, II.
TEL. ADD. "REPAIRS" GATESHEAD.

N. HINGLEY

& SONS, LTD.

Dudley



CABLES ANCHORS

HIGGINSON'S

Cargo

Blocks



Ships'

Gear

HIGGINSON & CO. Telegrams: "Hydraulic" Liverpool
'Phone: 7, Hurst Street, LIVERPOOL, I. Royal 6969

YARROW

WATER TUBE

BOILERS

Have been selected for installation in the
CUNARD WHITE STAR VESSELS

**MEDIA • MAURETANIA
QUEEN MARY • QUEEN ELIZABETH**

and

CARONIA

YARROW & CO., LTD. SCOTSTOWN, GLASGOW



UNITED TOWING CO. LTD.
TELEGRAMS: "HULL" TELEPHONES: 15514 (all 2500)

REPAIRS on the BRISTOL CHANNEL

MOUNTSTUART DRY DOCKS

LIMITED.

- | | |
|------------------|---|
| CARDIFF | - Mountstuart Dry Docks
Channel and Bute Dry Docks |
| NEWPORT | - Eastern Dry Docks
Tredegar Dry Dock |
| BARRY | - The Barry Graving Dock and
Engineering Co., Ltd. |
| AVONMOUTH | Works adjoin Public Dry
Docks. |

**SPECIALLY EQUIPPED FOR
DIESEL ENGINE REPAIRS**

REPAIRING BERTHS & JETTIES

Head Office : Cardiff.

Telegrams : "Mountstuart."

'Phone: 5103

ESTABLISHED 1825

BLUNDELL & CROMPTON LIMITED

**ENGINEERS : SHIP REPAIRERS
COPPERSMITHS : FOUNDERS Etc.**

Telephone
East 3838 (3 lines) & 1408

Telegrams :
Blundell, 'Phone, London



**Specialists in
URGENT HULL AND ENGINE REPAIRS**

**Sole Manufacturers :
BLUNDELL 'ATMOS' VALVES
CROMPTON ASH HOISTS**

WEST INDIA DOCK ROAD, LONDON, E.14

Branch Works : TILBURY DOCKS, ESSEX. Telephone : Tilbury 33

ISAIAH PRESTON LIMITED

ANCHOR WORKS
CRADLEY ROAD
CRADLEY HEATH, STAFFS., ENGLAND
Telephone : 6494 Cradley Heath

MANUFACTURERS OF:
STOCKLESS ANCHORS
STOCK ANCHORS, and ALL TYPES
BOATS' ANCHORS,
SHACKLES & FORGINGS



IN ANY WEIGHTS UP TO 425 CWT.

Hall's Type Stockless Anchors to British Lloyd's and
Bureau Veritas' Requirements

LONDON OFFICE:

**MITRE CHAMBERS,
MITRE STREET, LONDON, E.C.3.**
Telephone: Avenue 2747.

to the port of
BRISTOL

For a quick
TURN ROUND

the port of
BRISTOL

ENGLAND

SOUTH & EAST AFRICA MAURITIUS PORT SAID
RED SEA

Clan Line
FAST CARGO SERVICES

Details from the Managers
CAYZER, IRVINE & CO. LTD.

LONDON
LIVERPOOL
GLASGOW

INDIA PAKISTAN
CEYLON ADEN
MALABAR COAST PORTS

WILSON LINE, HULL

(Grams) WILSONS, HULL
'Phone No. 16180 (20 lines)

REGULAR SERVICES

From Hull, London, Liverpool, Manchester, Middlesbrough, Newcastle, Aberdeen, Swansea, Newport, Antwerp, Dunkirk, etc.: to and from Norway, Sweden, Denmark, Poland, Baltic States, Portugal, Mediterranean Adriatic & Levant Ports, Egypt, India, Pakistan, Canada & United States.

PASSENGERS Passenger Services to Norway, Sweden, Denmark, Poland, Italy, United States and Canada, etc.

MARINE INSURANCE Insurances arranged on Cargo by our own and other steamers to and from all ports at current rates of premium.
Lighter Owners Forwarding Agents, Warehouse Keepers and Sworn Weighers Bunkers supplied.

For Rates of Freight, Fares, Insurance, Forwarding, etc., apply to—
ELLERMAN'S WILSON LINE, Ltd., HULL
or Branch Offices at Leeds, Sheffield, Manchester, Birmingham, Bradford and Grimsby; or London Agents—THE UNITED SHIPPING CO. Ltd., 108, Fenchurch St., London E.C.3. London Brokers for Indian and Pakistan Trade—GELLATLY, HANKEY & CO., Ltd., Dixon House, 1, Lloyd's Avenue, London, E.C.3., or 62, Pall Mall, S.W.1.

SCINDIA STEAM NAVIGATION Co. Ltd

Regular Freight & Passenger Service
between U.K. and Continent and
INDIA & PAKISTAN
Freight Services between
INDIA & PAKISTAN and U.S.A.

General Agents for U.K. & Continent:
SCINDIA STEAMSHIPS (London) LTD.,
54, Billiter Bldgs., 49, Leadenhall St., London, E.C.3

EAGLE AVIATION LTD.

draws the attention
of shipowners

to their fleet of four Avro York aircraft.
These aircraft are ideal for crew movements
also for the transport of ships' spares.
Maximum economy - Maximum speed.

Head Office:
29 CLARGES STREET, LONDON, W.1.
Tel: GROwenor 6411 Cable: Speedlode Audley, London.

UNITED STATES LINES

Regular Frequent Service to

NEW YORK

BOSTON, PHILADELPHIA, BALTIMORE & HAMPTON ROADS
FROM
LONDON, SOUTHAMPTON, LIVERPOOL,
GLASGOW and BELFAST

For sailings and all information apply

LONDON: 38, Leadenhall St., E.C.3 (Royal 6677)
LIVERPOOL: Wellington Buildings, 7, The Strand (Central 1931 6)
GLASGOW: 179, West George St., C.2.
BELFAST: 67/69 HIGH STREET (Belfast 25451)

Or any authorised Agents

GELLATLY, HANKEY & CO. LTD.

REGULAR SERVICES FROM

United Kingdom to Egypt, Red Sea, India,
Ceylon, Africa, Straits Settlements and
Far East

For Freight, Passage, Forwarding and Insurance, apply to:

GELLATLY, HANKEY & CO., LTD.,
Dixon House, 1, Lloyd's Avenue, LONDON, E.C.3
or 23, Pall Mall, S.W.1, Manchester, Liverpool, Glasgow

HALIFAX

ONE OF THE WORLD'S GREAT SHIPYARDS

In size, ability and reputation, Halifax is a great shipyard. With hundreds of highly skilled technicians and tradesmen, and access to the vast resources of the Dominion Steel and Coal Corporation, Halifax has the means and the men to build ships up to 15,000 tons, repair them up to 10,000 tons—in peace or war—at a price to meet world competition.

Fifty-eight cranes, including 400 Craning Docks, 600 Floating Docks, 1000 Building Berths, 75-ton Floating Crane and five Marine Railways in a landlocked harbour at Canada's Atlantic Gateway.

Write for free illustrated brochure.



If you wish to contact Dutch firms you are invited to do so in writing to

"Holland Shipping and Trading"

a Dutch export fortnightly, distributed all over the world. These inquiries will be passed on to the manufacturers and exporters concerned who will contact you directly. Readers who would appreciate receiving "Holland Shipping and Trading" regularly, are invited to take a subscription at the rate of fl. 20.—(twenty guilders, Dutch currency) per annum.

Ask for specimen-copies.

"Holland Shipping and Trading"

ST. JOBSWEG 40, ROTTERDAM (HOLLAND)

BROCKLEBANK & WELL LINES

GLASGOW and LIVERPOOL to CALCUTTA

For Rates of Freight and further particulars, apply to Alex. Howden and Co. Ltd., 107/112, Leadenhall Street, London, E.C.3; P. Henderson & Co., 95, Bothwell Street, Glasgow; The Cunard Steam-Ship Co. Ltd., Bradford, Birmingham; Bigland, Hogg & Co. Ltd., Zetland Bldgs., Middlesbrough; THOS. & JNO. BROCKLEBANK, Ltd., Cunard Building, Liverpool. And Manchester, Dundee and Sheffield.

MIDDLESBROUGH and LONDON to COLOMBO MADRAS and CALCUTTA

For Rates of Freight and further particulars, apply to Gosman & Smith, Ltd., 96/98, Leadenhall Street, E.C.; Bigland Hogg & Co., Ltd., Middlesbrough; of the Owners THOS. & JNO. BROCKLEBANK LTD. LIVERPOOL.



PALM LINE
LIMITED

Palm Line operates a frequent and reliable service of modern cargo liners between West Africa, the Continent and Great Britain

CARGO LINERS LINKING
WEST AFRICA & EUROPE

UNILEVER HOUSE, BLACKFRIARS, LONDON, E.C.4
AFRICA HOUSE, MERSEY ST., LIVERPOOL 1

CARGO FROM
Hamburg, Bremen, London & East Coast U.K. Ports

TO
U.S.A. GULF PORTS
BROWN, JENKINSON & CO., LTD., 113 Fenchurch Street, E.C.3.
WESTBOUND LOADING BROKERS

Galveston, Houston, New Orleans & Mobile
to East Coast U.K. & North Continent

by ROPNER LINE

SIR R. ROPNER & CO. (MANAGEMENT) LTD.
Coniscliffe Road, Darlington. 22 St. Mary Axe, London, E.C.3.
Telephone 2811. or Telephone: AVE 2153

SIR R. ROPNER & CO. (LONDON) LTD.
22 St. Mary Axe, London, E.C.3.
Telephone: AVE 2153

STRACHAN SHIPPING CO.—New Orleans and all U.S. Gulf Ports.


ROYAL MAIL LINES

to SOUTH AMERICA
BRAZIL • URUGUAY
ARGENTINA
WEST INDIES
SPANISH MAIN
CENTRAL AMERICA
NORTH PACIFIC COAST

ROYAL MAIL LINES, LTD.
London: Royal Mail House, Leadenhall Street, E.C.3. America House, Cockspur Street, S.W.1.
Liverpool: The P.S.N. Co., Pacific Building, James Street, (2)

ELLERMAN LINES*World-Wide Services*

Linking

U.K. CANADA U.S.A.

with

SOUTH & EAST AFRICA
PORTUGAL, MEDITERRANEAN,
EGYPT, LEVANT & BLACK SEA,
RED SEA & PERSIAN GULF
INDIA & PAKISTAN.
CEYLON & BURMA
MALAYA, PHILIPPINES, CHINA & JAPAN
AUSTRALIA & NEW ZEALAND.

Hall Line, Ellerman & Bucknall Line,
City Line, Ellerman Line
Papayanni Line,
Westcott &
Laurence Line,

Head Office
104-7, LEADENHALL STREET,
LONDON, E.C.3
LIVERPOOL—Tower Buildings,
Water Street
GLASGOW—75, Bothwell St., C.1

**World-Wide Services**


UNION-CASTLE LINE

to SOUTH & EAST AFRICA

WEEKLY MAIL SERVICE from SOUTHAMPTON also Intermediate & East African Sailings from LONDON

Head Office:
3 FENCHURCH STREET, LONDON, E.C.3
Telephone: MANION House 2550 (Passenger Dept. MAN 9104)

West End Passenger Agency:
125 FALL MALL, S.W.1. WHITEHALL 1911

P. S. N. C.

LIVERPOOL, BERMUDA, BAHAMAS, CUBA,
JAMAICA, PANAMA CANAL, WEST COAST OF
SOUTH AMERICA.

Also via Bahia Blanca & Punta Arenas

THE PACIFIC STEAM NAVIGATION CO.

Pacific Building, James St., Liverpool, 2
London Agents: Royal Mail Lines, Leadenhall St. E.C.3

Freight: McGregor, Gow & Holland, Ltd.
16, St. Helen's Place, London E.C.3

New Zealand Line

• Passenger and Cargo Services via Panama

Particulars from:— J. B. WESTRAY & CO. LTD.
138 LEADENHALL ST., E.C.3 • Tel. (AVenue 5220)

THE NEW ZEALAND SHIPPING Co. Ltd.

PORT LINE

FREIGHT AND PASSENGERS

Regular Sailings

LONDON, LIVERPOOL, NEW YORK & CANADA
to
AUSTRALIA & NEW ZEALAND

PORT LINE LTD.

CUNARD HOUSE, 88, Leadenhall Street, London, E.C.3

Phone: Avenue 1270.

Telegrams: "Portships Fen, London"

HOULDER BROTHERS & CO. LTD.

Shipowners, Insurance Brokers, Passenger &
General Forwarding Agents (Sea and Air)

REGULAR FAST SERVICES to

RIVER PLATE

From Liverpool, London, Bristol Channel & Antwerp
and to SOUTH AFRICA

FREIGHT ENGAGEMENTS made and goods insured and forwarded
By Sea and Air

TO ALL PARTS OF THE WORLD

Head Office: 53, LEADENHALL STREET, LONDON, E.C.3

Branch Offices at Liverpool, Glasgow, Newport (Mon.), Bristol, Swansea,
Manchester, Hull, Southampton, Birmingham, Sheffield, Bradford,
Hanley, Dundee, Cape Town and Sydney (N.S.W.).

Representatives in Argentina and Uruguay: Soc. Anon Houlder Brothers
& Co. (Argentina), Ltd., Buenos Aires, Rosario, La Plata and
Montevideo.

Brazil: Houlder Brothers & Co., Brazil, Ltd., Rio de Janeiro and Santos.

BRITISH & CONTINENTAL STEAMSHIP CO., LTD.

AMSTERDAM . ROTTERDAM . DUNKIRK . ANTWERP . GHENT
& TERNEUZEN from and to LIVERPOOL & MANCHESTER
ANTWERP & GHENT from and to GLASGOW
GHENT from and to BELFAST

AGENTS

LIVERPOOL and MANCHESTER:

For Rotterdam, Amsterdam and Dunkirk Steamers: Wilson, Son & Co.
For Antwerp, Ghent and Terneuzen Steamers: J. T. Fletcher & Co.

GARSTON: Ed. W. Turner & Son.
BARROW: James Fisher & Sons, Ltd.

GLASGOW: Clyde Shipping Co., Ltd.

BELFAST: G. Hearn & Sons Ltd.; James Little & Co. (Belfast) Ltd.

ANTWERP, GHENT, TERNEUZEN: John P. Best & Co., S.A.

ROTTERDAM: P. A. Van Es & Co.; Plus. Van Ommeren (Rotterdam) N.V.

AMSTERDAM: Van Es & Van Ommeren

DUNKIRK: L. A. De Baecker.

LONDON: Plus. Van Ommeren (London), Ltd., Baltic House, 27 Leadenhall

Street, E.C.3

PARIS: Plus. Van Ommeren (France) S.A., 11, Rue Tronchet, 8e

ORIENT LINE to AUSTRALIA



FOR PARTICULARS
APPLY:
ORIENT LINE

14 COCKSPUR ST., LONDON, S.W.1 Tel. TRA 7141
7 BISHOPSGATE, LONDON, E.C.2 Tel. MAN 3456
9 KINGSWAY, W.C.2 Tel. TEM 1158 or Agents

P&O and B.I.

- From United Kingdom and Continental ports to EGYPT, ADEN, RED SEA PORTS, INDIA, PAKISTAN, CEYLON, E. & S. AFRICA, MALAYA, CHINA, JAPAN, AUSTRALIA, etc.

For details of services, fares, etc., apply—

P. & O., 122, Leadenhall St., E.C.3. • 14, Cockspur St, S.W.1

• 9, Kingsway, W.C.2 •

B.I. (Agents: Gray Dawes & Co.), 127, Leadenhall St., E.C.3

BIBBY LINE

UNITED KINGDOM, CONTINENT,
MARSEILLES, EGYPT, SUDAN, CEYLON
AND BURMA

All enquiries to —

BIBBY BROTHERS & CO., Martins Bank Building, Water
Street, LIVERPOOL, 2.

BLUE STAR LINE

EXPRESS LINER SERVICES

WEST INDIES & SPANISH MAIN
SOUTH AFRICA, AUSTRALIA,
BRAZIL & ARGENTINA

or SAILINGS, Freight, Insurance and Passages, apply:—

BLUE STAR LINE LTD., 31-33, LIME ST., E.C.3

Manchester, Birmingham,

Liverpool: Lamport & Holt Line Ltd. Glasgow: J. S. Nowery & Co

Chief Passenger Office

No. 3, Lower Regent Street, London, S.W.1.

THE BANK LINE

OPERATING THE FOLLOWING SERVICES

AMERICAN AND INDIAN LINE—Calcutta, Chittagong, Rangoon and Colombo to Halifax, Boston, New York, Philadelphia, Baltimore and Norfolk (Va.).

AMERICAN AND INDIAN BRANCH LINE SERVICE—Rangoon, Chittagong, Madras, Madras Coast, Colombo and Malabar Coast, (filling up if necessary at Aden and Port Sudan) to Halifax, Boston, New York, Philadelphia, Baltimore and Norfolk (Va.).

BOMBAY AMERICAN LINE—Bombay to New York and Philadelphia.

AMERICAN AND ORIENTAL LINE—U.S. Atlantic and Pacific Coast ports to Philippines, Hong Kong, Shanghai, Japan, Indonesia and Malaya, returning to Canada and U.S.A. via Suez Canal.

CALCUTTA TO RIVER PLATE PORTS—Chittagong, Calcutta and Other Indian Ports. Colombo and Malabar Coast to Brazil, Montevideo, Buenos Aires, Rosario and Bahia Blanca.

INDIAN CHILEAN LINE—Calcutta, Chittagong, Rangoon, Singapore and Indonesia to West Coast of South American ports. Calling at Colombo and Cochin when opportunity offers.

INDIAN AFRICAN LINE—Carrying passengers and cargo from INDIA-NATAL LINE (Rangoon, Chittagong, Calcutta, other Indian ports and Colombo to East and South African ports and vice versa. (Vessels of the India-Natal Line also call at Madagascar when opportunity offers.

ORIENTAL AFRICAN LINE—Carrying passengers and cargo from Japan, Shanghai, Hong Kong, Philippines, Borneo, Saigon, Bangkok and Malaya to Mauritius, Reunion East and South African ports and vice versa.

U.S. GULF TO AUSTRALASIA—Regular sailings from all U.S. Gulf ports to all ports in Australia and New Zealand. Calling at Trinidad en route when sufficient inducement offers.

U.S. GULF TO SOUTH AFRICA—U.S. Gulf ports to South and East African ports.

PERSIAN GULF—General Merchants, Export, Import and Ship Agents.

For Freight and Particulars apply to—

ANDREW WEIR

SHIPPING & TRADING CO., LTD.

19-21, BURY STREET, LONDON, E.C.3.

ANGLO BALTIC LINES

U.K. PORTS

to

GDYNIA/GDANSK & FINNISH PORTS

also

KLAIPEDA (Memel) LIEPAJA (Liban)

RIGA and TALLINN

when conditions permit, and sufficient inducement offers.

For further particulars apply to—

UNITED BALTIC CORPORATION, LIMITED,

15B, Fenchurch Street, London, E.C.3

Telegrams "Orientesko," London
Telephone No.: Mansion House 3311 (8 lines)

MAC ANDREW LINE

SPAIN AND MOROCCO

Regular Services from LONDON, LIVERPOOL and Principal U.K. Ports

Express Service by fast Motorships from
LONDON and LIVERPOOL to BARCELONA

HALL'S LINE To LISBON and GIBRALTAR

Express Service by fast Motorships from LONDON to GIBRALTAR

GLYNN LINE To WEST ITALY and SICILY

For Freight and Passage apply to—

MACANDREWS & CO., LTD.,
Plantation House, Mincing Lane, London, E.C.3.

Telephone: MANSION HOUSE 1543

Cunard Building, Water St., Liverpool, 3 Tel: CENTRAL 3922
BRANCH HOUSES at *Barcelona, *Madrid, *Tarragona
*Castellon, *Burrana, *Valencia, *Gandia, *Dania
*Carthage, *Almeria, *Malaga, *Seville and Bilbao

Branches with * act as Lloyd's Agents.

Agencies in all other principal ports

FURNESS LINES

FURNESS LINE

London to Philadelphia and New York.

FURNESS WEST INDIES LINE

New York to U.S. Virgin Islands, British & French West Indies, Venezuela and Trinidad.

Newfoundland and Canada to U.S. Virgin Islands, British & French West Indies, Venezuela & Trinidad.

FURNESS RED CROSS LINE

New York to Saint John, N.B./Halifax,
N.S./ St. John's and Corner Brook, N.F.

FURNESS-WARREN LINE

Liverpool to St. John's, Newfoundland, Halifax,
N.S., and Boston.

FURNESS PACIFIC SERVICE

Manchester to Los Angeles, San Francisco, Victoria
and Vancouver, B.C., via Panama Canal.

Loading Brokers:—Manchester Liners Ltd. Manchester 2.

FURNESS BERMUDA LINE

New York to Bermuda.

JOHNSTON WARREN LINE

Antwerp, Hamburg and Liverpool to Piraeus, Volo,
Thessaloniki, Izmir. Haydar Pasha, Istanbul, Black
Sea, Roumanian and Danubian Ports.

For further information apply:—

FURNESS WITHEY & CO., LTD.,

Furness House, Leadenhall Street, London, E.C.3.
Also at LIVERPOOL, GLASGOW, LEITH,
MIDDLSEBRO' AND NEWCASTLE.

PRINCE LINE

CANADA & U.S.A. — BRAZIL — RIVER PLATE — BRAZIL
TRINIDAD — U.S.A. & CANADA

U.S.A. — SOUTH & EAST AFRICA — U.S.A.

U.S.A. — FAR EAST — E. CANADA — U.S.A.

U.K. — MEDITERRANEAN — U.K.

ARGENTINA & URUGUAY — U.K.



For further information apply—

PRINCE LINE LTD. :: 56, Leadenhall St., E.C.3

SITUATIONS VACANT

CIVIL SERVICE COMMISSION

THERE are vacancies for appointments as Engineer and Ship Surveyors and Nautical Surveyors (male) in the Marine Survey Service of the Ministry of Transport.

Candidates must be at least 28 years of age on 1st January, 1951.

Candidates for posts of Engineer and Ship Surveyor must (a) possess either (i) an Extra First Class Certificate of Competency as Engineer in the Merchant Marine or (ii) a First Class Certificate together with a University degree in Engineering or (b) be retired Naval Engineer Officers who have served on a regular engagement and who are in possession of a First Class Certificate of Competency or of Service.

Candidates for posts of Nautical Surveyor must possess an Extra Master's Certificate of Competency and must have been in command as Master of a foreign going merchant ship.

London salary scale, £600 (at age 30 with small adjustments for new entrants above or below that age) to £900. Provincial rates are somewhat lower. There are higher posts on the salary scale of £900 to £1,150.

Further particulars and forms of application may be obtained by post from the Principal Establishment and Organisation Officer, Ministry of Transport, Room 6029, Berkeley Square House, W.1, or on personal application to any Survey Office of the Ministry of Transport.

The last date on which completed application forms can be received will be the 1st December, 1951, but applicants who apply before this date who appear qualified will be summoned as soon as possible to an interview in London to test both technical ability and personal qualities. No written examination. Successful candidates will be offered appointment shortly after the interview.

11250 5150 JW.

SHIPPERY CLERK, male, 35-45, with post war experience in all major world markets and complete knowledge of documentation and shipping procedure. Full written particulars, including languages, (if any) to L.E.W. Sebel Products, Ltd., 39 41, New Oxford Street, London, W.C.1.

A FULLY qualified practical senior Ship Designer or Chief Draughtsman is required at once by a firm of ship and boat builders situated in eastern England. Applicants should have served a full shipyard apprenticeship and have experience in the construction of various types of steel vessels up to at least 200 ft. long. They should also hold first class technical qualifications in naval architecture, and have subsequent practical and drawing office experience. Special consideration would be given to applicants proving their qualifications to design and produce construction drawings for fishing vessels, tugs, small tankers, and similar craft. Practical and technical experience in welding will be deemed an additional qualification.

The post offered will carry an adequate salary and excellent prospects for applicants with the qualifications and ability to take full executive responsibility. Participation in the Company's Superannuation Scheme will be available after 12 months' satisfactory service. Applications will be treated in strict confidence, and should give in chronological order full details of technical and practical training, subsequent experience, present position, remuneration and age. Applications to Box No. 215, THE SHIPPING WORLD LTD., 1, Abchurch Lane, London, E.C.4.

SITUATIONS VACANT

ADMIRALTY. Applications are invited from Engineering, Electrical and Ship Draughtsmen for temporary service in Admiralty Departments at Bath.

Candidates must be British subjects of 21 years of age and upwards, who have had practical workshop and drawing office experience.

Salary will be assessed according to age, qualifications and experience within the range £320-£443 per annum.

Applications, giving age and details of technical qualifications, apprenticeship (or equivalents) workshop and drawing office experience, should be sent to Admiralty (C.E.H.), Room 88 Empire Hotel, Bath. Candidates required for interview will be advised within two weeks of receipt of application.

AN opportunity occurs in the Export Department of a well known manufacturing firm in Mitcham for a male shipping clerk of experience, aged about 25 to 30 years. Write giving full particulars and stating education to Box No. 215, THE SHIPPING WORLD, LTD., 1, Abchurch Lane, London, E.C.4.

NOTICES

KEDROS MARITIME CO., LTD.
(IN VOLUNTARY LIQUIDATION.)

THE COMPANIES ACT, 1948

NOTICE is hereby given, that the Creditors of the above named Company are required, on or before the 14th day of October, 1951, to send to the names and addresses, with particulars of their Debts or Claims, and the names and addresses of their Solicitors (if any), to the undersigned, Cyril Pinder, of 24, St. Mary Ave., London, E.C.1, the Liquidator of the said Company; and, if so required by notice in writing by the said Liquidator, are, by their Solicitors or personally, to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

Dated this 20th day of August, 1951.

C. PINDER, Liquidator.

This Notice is purely formal. All Creditors have been or will be paid in full.

CAPACITY available in Pattern Shop, Foundry, Machine Shop and Sheet Metal Fabricating. Materials available. Non-Corrosive Metal Products, Weyles, Middlesex.

UNBERTHED passenger vessel having following particulars for sale: Built 5 1949. Dimensions 150 ft. by 29 ft. by 10.25 ft. to main deck and 17.75 ft. to shade deck, gross tonnage 300, net tonnage 209, class Lloyd's 100 A1 plus, deadweight 241 tons on 8 ft. draft, hold capacity 15,768 cu. ft. single screw, triple expansion reciprocating engine, 465 I.H.P., speed 10 1/2 knots on 12 1/2 tons Indian coal, cabin passengers 10, deck passengers 401 under Class VIII of Indian Merchant Shipping Licensing Appliances Rules, with class maintained, delivery Calcutta, October 1951. Price £157,500 payable in Indian currency or equivalent sterling. Reply Box No. 214, THE SHIPPING WORLD LTD., 1, Abchurch Lane, London, W.C.2.

TO HELP BRITISH MERCHANT SEAMEN PLEASE HELP THE

"ROYAL ALFRED" MERCHANT SEAMEN'S SOCIETY

Patron: H.M. The King. Incorporated by Royal Charter, dated May 3rd, 1950. (Formerly: The Royal Alfred Aged Merchant Seamen's Institution)

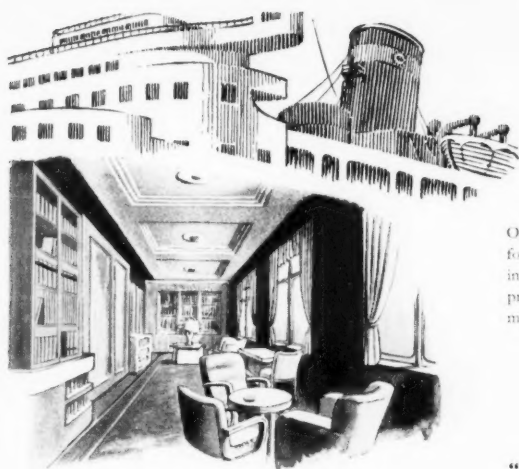
It gives a home Outpension to British Merchant Navy Officers and men, and supports their widows and dependents.

It has more than 2,200 regular beneficiaries, including many War Sufferers. The work of the Royal Alfred is widespread over the United Kingdom, and is dependent upon Voluntary Contributions. (Established 1865)

"ROYAL ALFRED" MERCHANT SEAMEN'S SOCIETY (Dept. "S.W."), 76-85 IBEX HOUSE, MINORIES LONDON, E.C.3

INDEX TO ADVERTISERS IN THIS ISSUE

Page	Page	Page	Page
Aircrow Co., & Liddell, Ltd.	A4	Gellatly, Hankey & Co., Ltd.	A20
Anderson, Green & Co., Ltd.	A22	Malifax Shipyards, Ltd.	A20
Anglo-Baltic Lines	A23	Higginson & Co.	A18
Automatic Telephone & Electric Co., Ltd.	A6	Hingley, N. & Sons, Ltd.	A18
Bank Line	A23	Holland Shipping & Trading	A20
Bibby Brothers & Co.	A22	Houlder Brothers & Co., Ltd.	A22
Billmeyer, J. A., & Co., Ltd.	A8	International Paints, Ltd.	A25
Blue Star Line, Ltd.	A22	Kockums Mek. Verkstad A/B	A14
Blundell & Crompton, Ltd.	A19	Laing, Sir James & Sons, Ltd.	A13
Bristol, Port of Authority	A19	Leigh, W. & J., Ltd.	A4
British & Continental Steamship Co., Ltd.	A22	Lyster, R. A. (Marine Sales), Ltd.	A12
British & Northern Shipping Agency, Ltd.	A15	Lloyds Bank, Ltd.	A25
British Mexican Petroleum Co., Ltd.	A2	MacAndrews & Co., Ltd.	A23
Brookbank, Thos. & Ino., Ltd.	A21	Metropolitan-Vickers Electrical Co., Ltd.	A10
Burmester & Wain, A/S	A7	Mitchell Cotts & Co., Ltd.	A17
Cayzer, Irvine & Co., Ltd.	A20	Morier, Wm. & Co., Ltd.	A18
Clan Line	A20	Mountstuart Dry Docks, Ltd.	A19
Clark, George (1938), Ltd.	A2	New Zealand Shipping Co., Ltd.	A22
Clarke, Chapman & Co., Ltd.	A17	Oresundsvarvet A/B	A9
Cory Brothers & Co. (Levant), Ltd.	A6	Orient Line	A22
Cory, Wm. & Son, Ltd.	Front Cover	Pacific Steam Navigation Co.	A21
Corsor Radar, Ltd.	A5	Palm Line, Ltd.	A21
De Keyser Thornton, S.A.	A17	Pedder & Mylchreest, Ltd.	A18
Dunlop & Ranken, Ltd.	Back Cover	P. O. and B. I. Companies	A22
Eagle Aviation, Ltd.	A20	Port Line, Ltd.	A22
Ellerman Lines	A21	Potter, J. D.	A18
Ellerman's Wilson Line, Ltd.	A20	Preston, Isaiah, Ltd.	A19
Furness Withy & Co., Ltd.	A23	Prince Line, Ltd.	A23
		Regent Oil Co., Ltd.	A16
		Ropner, Sir R. & Co. (Management), Ltd.	A21
		"Royal Alfred" Merchant Seamen's Society	A24
		Royal Mail Lines, Ltd.	A21
		Scindia Steam Navigation Co., Ltd.	A20
		Shell Petroleum Co., Ltd.	A3
		Siebe Gorman & Co., Ltd.	A25
		Stanhope Steamship Co., Ltd.	A8
		Stream-Line Filters, Ltd.	A8
		Swedish Lloyd	A15
		Taylor Pallister & Co., Ltd.	A18
		Thompson, Joseph L. & Sons, Ltd.	A13
		Tyne Plywood Works, Ltd.	A8
		Union-Castle Mail Steamship Co., Ltd.	A21
		United Baltic Corporation, Ltd.	A23
		United States Lines	A20
		United Towing Co., Ltd.	A18
		Weir, Andrew, Shipping & Trading Co., Ltd.	A23
		Wiel-MacLachlan Davis, Ltd.	A11
		Yarrow & Co., Ltd.	A18



A.1. all through

Outside, protection from the ravages of corrosion and marine fouling; inside, delightful colour schemes provide cheerful surroundings. Paint plays a vital part everywhere on board ship, "International" produces a complete range of paints, scientifically designed for every marine requirement.

Registered



Trade Mark

"INTERNATIONAL" — THE GREATEST NAME IN MARINE PAINTS

International Paints Ltd

GROSVENOR GARDENS HOUSE, LONDON, S.W.1.

Telephone: VICTORIA 3161 (10 lines)

Also at Cardiff, Glasgow, Liverpool, Newcastle, Southampton, West Hartlepool, Hull and in all the world's principal ports.

Your Export department will welcome this help



Many invaluable services are rendered to those who transact business abroad by the Export Development Section of Lloyds Bank. Its functions are described in a booklet, "Service to Exporters", obtainable on request from any branch of the Bank.



Let LLOYDS BANK
look after your Export interests



The B. O. C. Siebe, Gorman Oxy-Hydrogen Underwater Cutting equipment embodies reliability, speed of cutting, ease of manipulation, economy in gases and efficiency at considerable depths. A self-igniting device enables the torch to be lighted under water. The equipment is supplied in a strong chest.

All other Underwater Appliances including all types of Diving Apparatus for Deep and Shallow Water, either self-contained or supplied with air from the surface by pump or air-compressor, Submarine Lamps, Diver's Telephone Equipment, etc.

SIEBE, GORMAN & CO. LTD.
LONDON

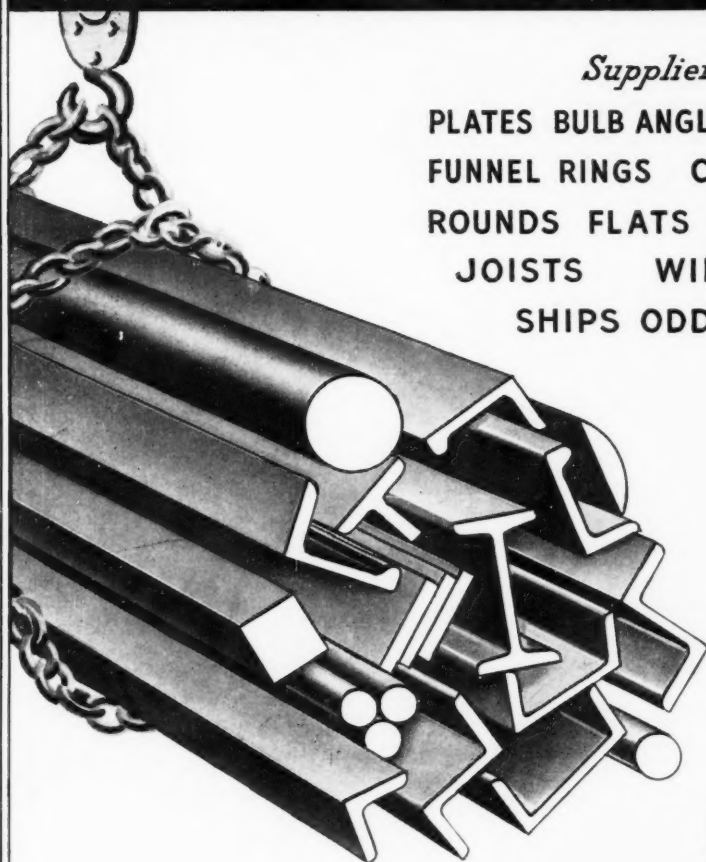
EVERYTHING FOR SAFETY EVERYWHERE

TOLWORTH, SURBITON, SURREY

Telegrams :
Siebe, Surbiton,

Telephone :
Elmbridge 5900

STEEL STOCKHOLDERS



Suppliers of

PLATES BULB ANGLES ZED BARS
FUNNEL RINGS CONVEX BARS
ROUNDS FLATS CHANNELS
JOISTS WIRE ROPES
SHIPS ODDWORK

DUNLOP
AND
RANKEN
LTD
LEEDS

Telephone
27301 (20 LINES)

Telegrams
SECTIONS LEEDS

